



Hongkong Daily Press.

ESTABLISHED 1857

YOUR PEACE OF MIND
IS GREATLY DISTURBED
when your find your eyes are
not so good as they used to be.
ACCURATE GLASSES
will overcome the trouble.
N. LAZARUS.
OPHTHALMIC OPTICIAN,
25, Queen's Road, HONGKONG.
Prescriptions accurately filled.

No. 19,124. 號四廿百一千九萬一第 日九十月七閏年未己 HONGKONG FRIDAY, SEPTEMBER 12TH, 1919. 五拜禮 號二拾月玖年捌國民華中 PRICE, \$3 PER MONTH.

INTIMATIONS

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 75 lbs. net.
In Bags 50 lbs. net.
SHENWAN, TOMES & Co.,
General Managers. [60]

GIN

AT REDUCED PRICES

For Case In Bond Duty Paid

COUTT'S

(Old Tom & Dry) \$17.00 \$25.00

BOORD'S

(Old Tom & Dry) \$18.00 \$26.00

BOOTH'S

OLD TOM \$19.00 \$25.00

COATE'S

PLYMOUTH \$20.00 \$28.00

CALDBECK,

MACGREGOR & Co.

15, QUEEN'S ROAD CENTRAL.

Telephone No. 75 [13]

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CARTRIDGES!

NEWLY ARRIVED.

SPORTING CARTRIDGES.

12, 16 and 20 bore. Loaded

with E. C. Powder, a powder

which gives universal satisfaction.

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AND AMMUNITION STORE.

No. 5-6, Bascomfield Arcade. [77]

A LING & CO.

19, QUEEN'S ROAD CENTRAL,

Hongkong.

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STORE.

GLASS ETCHING, SIGN-BOARD AND

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CANTON MARBLE IN VARIOUS SHAPES.

Photographic Goods of Every Description

in Stock.

DEVELOPING, PRINTING AND ENLARGING

UNDER TAKEN.

TELEPHONE 1319. [75]

PEAK TRAMWAY COMPANY,

LIMITED.

TIME-TABLE

WEEK DAYS.

7.00 a.m. to 8.00 a.m. Every 15 minutes

8.00 " " " " " " " " " " " "

8.30 " " " " " " " " " " " "

9.00 " " " " " " " " " " " "

9.30 " " " " " " " " " " " "

10.00 " " " " " " " " " " " "

10.30 " " " " " " " " " " " "

11.00 " " " " " " " " " " " "

11.30 " " " " " " " " " " " "

12.00 noon to 1.00 p.m. " " " " " "

1.00 p.m. to 2.00 p.m. " " " " " "

2.00 " " " " " " " " " " " "

2.30 " " " " " " " " " " " "

3.00 " " " " " " " " " " " "

3.30 " " " " " " " " " " " "

4.00 " " " " " " " " " " " "

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after THURSDAY, NOVEMBER 7th, 1918, until further Notice.

DOWN TRAINS.

Station	No. 1 Through Express	No. 2 Local	No. 3 Through Express	No. 4 Local	No. 5 Through Express	No. 6 Local	No. 7 Through Express	No. 8 Local
CANTON (at the Dock)	dep. 7.30	dep. 8.15	dep. 8.30	dep. 9.15	dep. 9.30	dep. 10.15	dep. 10.30	dep. 11.15
SEK KUNG	dep. 7.45	dep. 8.30	dep. 8.45	dep. 9.30	dep. 9.45	dep. 10.30	dep. 10.45	dep. 11.30
SEK CHAN	dep. 7.55	dep. 8.40	dep. 8.55	dep. 9.40	dep. 9.55	dep. 10.40	dep. 10.55	dep. 11.40
Shamshui	dep. 8.05	dep. 8.50	dep. 9.05	dep. 9.50	dep. 10.05	dep. 10.50	dep. 11.05	dep. 11.50
Peiling	dep. 8.15	dep. 9.00	dep. 9.15	dep. 10.00	dep. 10.15	dep. 11.00	dep. 11.15	dep. 12.00
Taipei Market	dep. 8.25	dep. 9.10	dep. 9.25	dep. 10.10	dep. 10.25	dep. 11.10	dep. 11.25	dep. 12.10
Taipei	dep. 8.35	dep. 9.20	dep. 9.35	dep. 10.20	dep. 10.35	dep. 11.20	dep. 11.35	dep. 12.20
Shamshui	dep. 8.45	dep. 9.30	dep. 9.45	dep. 10.30	dep. 10.45	dep. 11.30	dep. 11.45	dep. 12.30
SEK KUNG	dep. 8.55	dep. 9.40	dep. 9.55	dep. 10.40	dep. 10.55	dep. 11.40	dep. 11.55	dep. 12.40
SEK CHAN	dep. 9.05	dep. 9.50	dep. 10.05	dep. 10.50	dep. 11.05	dep. 11.50	dep. 12.05	dep. 12.50
KOWLOON	dep. 9.15	dep. 10.00	dep. 10.15	dep. 11.00	dep. 11.15	dep. 12.00	dep. 12.15	dep. 13.00

UP TRAINS.

Station	No. 1 Through Express	No. 2 Local	No. 3 Through Express	No. 4 Local	No. 5 Through Express	No. 6 Local	No. 7 Through Express	No. 8 Local
SEK KUNG	dep. 7.30	dep. 8.15	dep. 8.30	dep. 9.15	dep. 9.30	dep. 10.15	dep. 10.30	dep. 11.15
SEK CHAN	dep. 7.45	dep. 8.30	dep. 8.45	dep. 9.30	dep. 9.45	dep. 10.30	dep. 10.45	dep. 11.30
Shamshui	dep. 7.55	dep. 8.40	dep. 8.55	dep. 9.40	dep. 9.55	dep. 10.40	dep. 10.55	dep. 11.40
Peiling	dep. 8.05	dep. 8.50	dep. 9.05	dep. 9.50	dep. 10.05	dep. 10.50	dep. 11.05	dep. 11.50
Taipei Market	dep. 8.15	dep. 9.00	dep. 9.15	dep. 10.00	dep. 10.15	dep. 11.00	dep. 11.15	dep. 12.00
Taipei	dep. 8.25	dep. 9.10	dep. 9.25	dep. 10.10	dep. 10.25	dep. 11.10	dep. 11.25	dep. 12.10
Shamshui	dep. 8.35	dep. 9.20	dep. 9.35	dep. 10.20	dep. 10.35	dep. 11.20	dep. 11.35	dep. 12.20
SEK KUNG	dep. 8.45	dep. 9.30	dep. 9.45	dep. 10.30	dep. 10.45	dep. 11.30	dep. 11.45	dep. 12.30
SEK CHAN	dep. 8.55	dep. 9.40	dep. 9.55	dep. 10.40	dep. 10.55	dep. 11.40	dep. 11.55	dep. 12.40
KOWLOON	dep. 9.05	dep. 9.50	dep. 10.05	dep. 10.50	dep. 11.05	dep. 11.50	dep. 12.05	dep. 12.50

* Will stop at Taipei and Shamshui for First-Class Passengers on Notice being given to the guard.

NOTICE TO PASSENGERS.

The Railway Administration do not guarantee that the ferries mentioned in this table will connect with the trains as shown.

SEA TAU KOK BRANCH.

Station	Local	Express	Local	Express
Fanning	dep. 8.30	dep. 12.00	arr. 10.30	arr. 1.00
Shataukok	arr. 9.35	arr. 12.55	arr. 1.15	arr. 1.50

H. P. WINELOW, Manager. [53]

THE LIVERPOOL & LONDON & GLOBE INSURANCE CO., LTD.

Established 1835. Incorporated in Great Britain.
Total Assets exceed £18,000,000.
FIRE, LIFE, MARINE, MOTOR CAR, PLATE GLASS, FIDELITY,
GUARANTEE AND LOSS OF PROFITS INSURANCE.
HONGKONG BRANCH.
4, Des Voeux Road, Central.
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(EX MITSUBISHI DOCKYARD & ENGINE WORKS).

A1, A.B.C. WESTERN UNION, ENGINEERING AND BENTLEY CODES USED.

Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers.

Manufacturers of Contrado Condensers, Special Manganese Bronze Castings.

Parson's Steam Turbines and Turbo-Alternators, &c., &c.

NAGASAKI WORKS.

TELEGRAPHIC ADDRESS: "DOCK," NAGASAKI.

GRAVING DOCKS AND PATENT SLIP.

Length on Keel Blocks ... 510 feet. 350 feet. 714 feet.

Width of Entrance on bottom ... 77 " 53 " 84 "

Water on Blocks at Spring Tide ... 23 " 24 " 24 "

PATENT SLIP—Capable of lifting vessels up to 1,000 tons gross.

Two Floating Cranes of 80 and 40 tons each, besides 160 tons Giant Crane.

KOBE WORKS.

TELEGRAPHIC ADDRESS: "DOCK," KOBE.

FLOATING DOCKS.

Lifting Power ... 7,700 tons. 11,000 tons. 16,000 tons.

Max. Length of Ship taken ... 480 feet. 580 feet. 470 feet.

Max. Breadth of Ship taken ... 56 " 68 " 98 "

Max. Draft of Ship taken ... 23 " 25 " 30 "

Floating Crane capable of lifting 30 tons weight.

THE NAGASAKI KOBE AND HIKOSHIMA DOCKYARDS

are closely connected with each other, enabling them to co-operate in the prompt

execution of work and to suit the convenience of customers.

Any Order will be promptly attended to and estimate sent on application. [53]

HIKOSHIMA WORKS (Near Shimoda).

TELEGRAPHIC ADDRESS: "DOCK," SHIMODA.

GRAVING DOCK.

Length on Keel Blocks ... 323 feet 6 inch. 35 " 0 "

Breadth at Entrance on bottom ... 56 " 25 " 0 "

Water on Blocks at Spring Tide ... 23 " 0 "

KAIPING COAL

FOR ALL INDUSTRIAL AND HOUSEHOLD PURPOSES.

FOUNDRY AND SMELTING COKE

FIREBRICK AND FIRECLAY

FOR ALL INFORMATION APPLY TO

DODWELL & CO. LTD. QUEEN'S

BUILDINGS, HONGKONG. OR

KAILAN MINING ADMINISTRATION

TIENTSIN, NORTH CHINA.

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Sailings: To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.

From Canton daily at 8 a.m. (Sundays excepted) and 9 p.m.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

Sailings:—s.s. "SUI AN" to Macao every Monday, Wednesday and Friday,

at 8 a.m. (Sundays at 9 a.m.)

s.s. "SUI TAI" to Macao every Tuesday and Thursday, at 8 a.m.

Saturdays, at 9 p.m. (Sundays excepted).

s.s. "SUI AN" from Macao every Tuesday, Thursday, and Saturday,

at 2 p.m. (Sundays at 4 p.m.)

s.s. "SUI TAI" from Macao every Monday, Wednesday and Friday,

at 9 p.m. (Sundays excepted).

Police Permits to leave the Colony are not required.

Further information may be obtained at the Company's Office, Hotel Mansions,

or from Messrs. Thos. Cook & Son, Booking Agents, Hongkong.

THOS. COOK & SON.

TOURIST, STEAMSHIP AND FORWARDING AGENTS, BANKERS, ETC.

OFFICIAL PASSENGER AGENTS TO THE PHILIPPINE GOVERNMENT.

TICKETS SUPPLIED TO ALL PARTS OF THE WORLD at Tariff Rates.

LETTERS OF CREDIT AND CIRCULAR NOTES ISSUED AND CASHED.

BAGGAGE collected, forwarded and insured at lowest rates.

Cook's "FAR EASTERN TRAVELLER'S GAZETTE" containing Sailings and

Fares from the Far East to all parts of the World will be forwarded free on application.

Telegraphic address "COUPON."

Telephone No. 534. Hongkong Hotel Buildings, corner of Pedder Street,

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HONGKONG.

Telephone 912. Cable—"TAIKOODOCK."

Palace Hotel, Kowloon.

Corner of Haiphong & Hankow Roads.

Two Minutes from Ferry and Railway

station. This Hotel has just been

completely renovated and refurnished

is now up-to-date in every respect and under

English Management.

Cuisine under personal supervision of the

Proprietor.

BAR AND BILLIARD ROOMS.

TERMS MODERATE.

Special Arrangement for Families on

Application to: J. H. OXBERRY,

Proprietor. [910]

DAIRY FARM NEWS

FRESH MILK

The value of pure Fresh Milk

as a perfect diet cannot be over-

estimated.

Without Fresh Milk children

cannot thrive.

The purity and quality of our

milk is guaranteed.

Beware of adulterated and

impure milk.

90

HOTELS

THE HONGKONG HOTEL CO., LTD

Opening—

THE HONGKONG HOTEL.

The leading Hotel in the Far East.

THE REPULSE BAY HOTEL.

(Opening in the Summer of 1919).

The coming sea-side resort of South China.

THE HOTEL MANSIONS.

(Office premises).

The headquarters of the Canadian Pacific

Ocean Service and the leading

American Business concerns.

THE HOTEL CO., LTD. have recently

extended their cold storage plant and

instituted motor transportation, are specialising

in outside catering such as banquets

dances, picnics, etc., and are prepared to

supply all necessary equipment, decorations

furnishings and music.

Quotations may be obtained on application

at the Hotel Main Office or representative

will call on communicating with

Telephone No. 483 CATERING DEPARTMENT

Telephone No. 1673 Manager.

J. H. TAGGART,

Manager. [14]

KING EDW HOTEL.

CENTRAL

MOUTRIE PIANOS

Have quality of tone,
lightness of touch,
beauty of design.

THE PIANO OF QUALITY,

specialized by years of
experience to withstand
the climate.

BACKED BY GUARANTEE FOR FIVE YEARS.

PRICES from \$425.

CASH OR EASY TERMS.

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For Evening Wear

Shirts

Stiff or Soft Fronts.

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in Quarter Sizes.

Ties

Smart Shapes.

Socks

Black Silk.

Pumps

Best Patent Leather.

In all
the
Newest
Styles

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MACKINTOSH

Men's Wear Specialists.

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HAPPY HIT
CIGARETTES

The Real Burley Cigarette

IT'S TOASTED.

An entirely New principle in

Cigarette Manufacture.

SOLE AGENTS:

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CO., LTD.

Hotel Mansions.

Tel. 151.

697

THE
CORONET

September 12th & 13th, 1919.

METRO presents
HAROLD LOCKWOOD

in

"THE MASKED RIDER"

HAROLD LLOYD COMEDY.

etc.

BRITAIN'S OUTPUT

COMPARISON WITH AMERICA

In the first issue of the "Monthly Bulletin of Statistics," prepared at the instance of the British Department of the Supreme Economic Council, an interesting comparison is given of the production of coal in the United States. The monthly average output in the two countries during the years 1913-1918 was as follows, the figures representing tons:

	United Kingdom	United States
1912	25,000,000	32,100,000
1913	22,100,000	32,200,000
1914	21,100,000	30,300,000
1915	21,000,000	31,500,000
1916	20,700,000	32,100,000
1917	19,900,000	30,900,000

It will be noted that while the British output showed an almost continuous decline during the six years, that of America greatly expanded during the latter part of the period. In recent months, however, the American mines have fallen considerably short of last year's figures. On the other hand the British output, although showing considerable fluctuations, has not markedly deteriorated. The particulars for the period October, 1918 to June are:

	United Kingdom	United States
October (a)	26,712,000	34,010,000
November (b)	16,162,000	37,031,000
December (c)	16,176,000	37,681,000
January (d)	21,632,000	37,771,000
February (e)	19,172,000	39,151,000
March (f)	19,085,000	32,360,000
April (g)	17,270,000	32,200,000
May (h)	19,303,000	not available
June (i)	17,100,000	not available

(a) Five weeks, (b) four weeks.

As regards the production of pig iron and crude steel, the output of the two countries compares as follows. In this table the figures represent thousands of tons:

	United Kingdom	United States
Monthly average	555,287	2,694,193
1913	555,287	2,694,193
Oct. 1918	886,317	1,029,000
Nov.	649,354	3,000,000
Dec.	627,343	3,000,000
Jan. 1919	684,392	3,000,000
Feb.	825,290	3,000,000
March	784,378	3,000,000
April	782,478	3,000,000
May	882,218	3,000,000
June	844,624	3,000,000

(a) Five weeks, (b) four weeks, (c) three weeks, (d) two weeks, (e) one week.

In an introductory note to the "Bulletin," which deals also with shipbuilding, imports and exports, etc., it is stated that the aim is to bring together such published statistics as have a bearing on the economic conditions prevailing in as many of the leading countries of the world as possible before, during and since the war, with a view to affording some measure of their progress towards more normal conditions.

For the present it is hardly possible to draw any definite conclusions from the figures given. It may be said, however, that so far as they go they indicate a general decline in production and foreign trade from November 1918 (the month in which the Armistice was concluded) until about February-March of the present year, a decline due no doubt to the suspension of certain phases of economic activity in consequence of the reduced demand for war material. Since then a period of recovery seems to have set in, though everything points to a slight check to this recovery in the beginning of the present quarter.

TRADE AND LABOUR UNREST

RESTRICTION OF IMPORTS.

Presiding at the annual meeting of the National Union of Manufacturers, on July 26th, Mr. George Tennill, M.P., said that in these days all had to act collectively. Labour acted collectively, and they had seen the power which had been obtained in collective bargaining. The manufacturers of the country had also to act collectively. When the armistice was signed the Board of Trade turned the tap on imports flooded into the country, and as a result many manufacturers were likely to be badly hit. The union was an Advisory Committee appointed which was successful in investigating all claims by foreigners who desired to import goods into the country, and in reasonably restricting imports. They had an interview with the Prime Minister, when a promise was practically made that the restrictions in force, which expired on September 1st, would be continued until the Government could formulate and give effect to their trade policy.

Dealing with labour unrest, Mr. Tennill said that employers were agitating and begging the men to give them greater production. To that appeal the men replied: "You want greater production so that you can get more profits." But out of every sovereign's worth of work performed only 1s. went to the employer. What the workers did not realise was that Great Britain was not self-supporting. We had to buy from abroad, and pay for the imports by our exports. We were obliged to shake up production. If we could not do that, then the nation was doomed, and it would ultimately lead to a split with our colonies. The colliery strike was a murderous blow at the nation. It might be some time before the men really understood that they had to work. He proposed a resolution thanking the Prime Minister for having received a deputation from the union on the subject of economic trade policy, and assuring him that the union desired to help and support him by every means possible to find an amicable solution of the labour unrest, which, without any definite grievance, was threatening to paralyse industry, and, as a consequence, was causing a grave advance in the price of food and all commodities.

The resolution was carried.

COMPANY MEETING.

SHANGHAI COTTON MANUFACTURING CO., LTD.

The 11th annual general meeting of the Shanghai Cotton Manufacturing Co., Ltd., was held at the offices of the agents (Messrs. Russell & Co., Ltd.), No. 19 Szechuen Road, Shanghai, on September 4th. Mr. John Prentice presided. The amount of profit for the year, including Tls. 32,204.81 brought forward from the previous year's account, amounted to Tls. 1,362,011.01, which sum the Directors proposed to appropriate as follows:

To write off as depreciation	Tls. 13,250.33
on buildings	13,250.33
Spinning and weaving machinery and plants	12,700.50
Furniture	1,292.50

To distribute as dividend Tls. 18 per share	920,000.00
To place to credit of special reserve fund	350,000.00
To carry to new account	31,644.61

Tls. 1,362,011.01

The Chairman explained that a good amount of money was required to meet the payments for balance of new mill machinery, various works or equipments on property, etc., and the Board had decided to set aside as a special reserve to meet the expenditure, the sum of Tls. 350,000 out of profit and loss account.

In accordance with the resolution passed at the last annual meeting, the Board awarded Mr. Robertson an honorarium of Tls. 20,000 and a cheque for that amount was sent to him on December 20th, 1918. On January 14th, 1919, Mr. Robertson wrote that he had cashed the cheque and held the amount at call—and his letter concluded as follows: "To accelerate matters this (the honorarium), I have assessed at the reasonable figure of and in full take one lakh S.S. Allow me to say that I am very much indebted to you for the Tls. twenty thousand now in my hands, there yet remains a balance for me to receive of Tls. eighty thousand S.S., and for which your cheque will oblige at an early date, and whereby this episode can be both mutually and amicably closed."

On February 22 the agents wrote to Mr. Robertson stating the Board did not see any reason to alter their decision regarding the amount of the honorarium, but, should he desire, they were quite prepared to circulate his letter among the shareholders and request them to state whether they wished to increase the amount of the honorarium and, if so, by how much, and should they decide to increase it, the Board would carry out their instruction. Since then they had heard nothing from Mr. Robertson on the subject.

Mr. H. Robertson severely criticized the statement of accounts. He stated the accounts for the year ended June 30th, 1919, were unsatisfactory and did not represent the real state of affairs. He dealt with the matter of carrying forward in the manner done of unsold stocks and remarked that the Company should have had a much better account and a better balance-sheet, as compared with previous years, taking into consideration the fact that they were working with 25,000 additional spindles. He expressed the opinion that the amount allowed for depreciation was not nearly sufficient considering the condition of the original mills and machinery, and, dealing with the assets, said that the new mill and additions were all put into the balance-sheet in a lump sum, whereas by this time they should have been itemized in full detail. The shareholders had put up their money in 1911 like good sports and they were now told that they would have to wait until, at least, 1920 until the new mill was completely fitted with machinery.

At this stage Mr. H. C. Gulland proposed and Mr. N. Sakurai seconded a vote of confidence in the Directors, which was carried with only one dissentient.

The Directors' report and statement of accounts as presented for the year ended June 30th, 1919, together with their suggested appropriation of the balance at credit of profit and loss account, was adopted and passed.

It was agreed that at the discretion of the Board, a bonus be paid to the permanent staff for the past year and that, in consideration of the valuable services rendered to the Company, the thanks of the shareholders to Mr. Hattab be recorded, and that he be rewarded with an honorarium of Tls. 10,000 S. S.

CZECHS AND THE PREMIER.

The Prime Minister has had conferred upon him the honorary degree of Doctor of Laws by Prague University. The following is a translation of the inscription accompanying the diploma, which is in the form of a beautiful book:

The directorate of the University of Prague, in offering up thanks at a meeting held on November 8th, 1918, for the great help by means of which the rights of the Bohemian-Slovak people had been restored, decreed unanimously that the honorary degree of Doctor of Laws should be conferred upon that most excellent and noble man, David Lloyd George, Prime Minister of Great Britain, because when the Bohemian-Slovak people were still forced to fight for the lords of another race, and when they were perishing in prison and in battle and were oppressed by hunger, he brought comfort to their downcast spirits, and roused them all to hope that they soon might throw off the yoke of slavery.

SHIPBUILDING IN HONGKONG.

RESCUE-TYPE TUG LAUNCHED FOR THE BRITISH GOVERNMENT

Yesterday the Hongkong and Whampoa Dock Co., Ltd., launched at their Cosmo-politan Dock the *St. Dominick*, the third of the Rescue-type Tugs contracted to be built for the British Government. A fourth tug to be named *St. James* will be launched at an early date.

The *St. Dominick* and *St. Sampson*, sister ships to the *St. Monaghan*, proved very successful on trial, and tests performed, under direction of the Chief Constructor, Naval Yard, showed ample stability in each condition of loading. War Regulations, not now being enforced, slight modifications have been made to the accommodation for officers and crew, to store-rooms, etc., from the design adopted for the earlier tugs.

The *St. Monaghan* is a steel single-screw ocean-going tug, built to Lloyd's requirements, and special survey of their representative, Mr. J. E. S. Gardiner. The dimensions are as follows: Length overall, 145ft. 3in.; breadth between perpendiculars, 15ft. 6in.; breadth extreme, 16ft. 7in.; breadth moulded, 15ft. 2in.; and depth moulded, 16ft. 11in.; and gross tonnage being 451 tons; registered tonnage, 399 tons; and net tonnage 35 tons.

Accommodation is provided for Captain, Chief Engineer, and officers, in the top-gallant fore-cabin, which is 32 feet long; for petty officers, and crew on the lower decks forward and aft. A large stateroom is fitted at the after end of fore-cabin deck, providing a well-furnished cabin, and chart and wheel-house; and above the house a second steering position with up-to-date fittings, signalling apparatus, and searchlight. Provision is made for wireless telegraphy, but the installation is not being proceeded with as in the *St. Dominick* and *St. Sampson*. Compartments providing ample stowage for salvage gear, provisions, and ship-stores are arranged at the fore end of the vessel.

A steam windlass for 11in. cable is fitted on the fore-cabin head, a powerful steam capstan on the upper deck aft, and a 6in. x 6in. steam steering-gear in a steel house on deck abaft the machinery casing. The quadrant tiller is operated by chain having an easy lead to steering gear. Above the quadrant a deep-sea salvage anchor is stowed on a specially designed platform. Water ballast can be carried in the fore and after peak tanks, the capacity being 62 tons, and 21 tons boiler feed-water and 91 tons fresh water in double bottom tanks.

A cross bunker for 100 tons of coal, and port and starboard side bunkers for 140 tons, are amidships, this position being most suitable for trim. The cross bunker dividing the engine and boiler rooms, permits an arrangement of machinery casings such that the towing hooks are fitted amidships, and as low as possible. The position also permits a good derrick swing over engine-room, the steel tank being housed within the towing position.

The machinery spaces, being separated, communication is provided by a tunnel through the cross bunker.

The total length of machinery spaces and bunkers is 77ft., or 37 per cent. of the length of tug. The machinery consists of two cylindrical return tube boilers, 12ft. 6in. diameter by 11ft. 6in. long, having a working pressure 150 lbs. per square inch, fitted with Howden's Forced Draught, supplying steam to one set of Triple-expansion surface-condensing engines having cylinders 13in., 26in., and 48in. diameter, and 23in. stroke. The Auxiliaries consist of two Weir's pumps with float tank arrangement, each pump capable of feeding the boilers at full power; a Drysdale centrifugal pump for circulating the condenser; general service pump of the duplex type, and on a raised platform at the aft end of engine room, a Weir's evaporating and distilling set of machinery is fitted, capable of making ten tons of fresh water per day.

Upon completion a four hours' full-power trial will be run over the Admiralty course, Aberdeen, also circle turning, astern, maneuvering, and anchor trials. The sister ships *St. Dominick* and *St. Sampson* early maintained a speed of 12 knots per hour on trial, the machinery developing 1,200 indicated horse power.

The launching ceremony was gracefully performed by Mrs. E. G. Kennet.

LAUNCH OF A TUG FOR THE ADMIRALTY.

Yesterday morning Messrs. W. S. Bailey & Co., Ltd., launched from their shipyard at Kowloon the steel single-screw tug *William Langland*, built to the order of the British Admiralty.

The vessel is designed for deep-sea salvage work, her dimensions being length 112' 6" x 22' 6" beam x 13' 6" deep. Her engines and boilers of 950 I.H.P. are being supplied by H. M. Dockyard, all constructed to Lloyd's highest class and built under their supervision.

The christening ceremony was gracefully performed by Mrs. Platt who was subsequently presented by Mr. T. Ramsay with a platinum and diamond brooch as a souvenir of the occasion. Mr. Platt on behalf of his wife thanked W. S. Bailey & Co., and complimented the builders upon the successful launch which had taken place.

THE FATE OF THE "HAUROTO."

STRONG CRITICISM BY A SHIPPING JOURNAL.

The refusal of the Government of Hongkong to take steps to ascertain whether the *ss. Hauroto* or any of her crew are still above water, and capable of being succoured has aroused a considerable amount of adverse criticism in shipping circles, where the indifference of the Navy to the safety of the lives of those in the Merchant Service is keenly resented.

It will be remembered that the *Hauroto* left Saigon with a full cargo of rice and three hundred souls on board, among whom were the British master, chief and second officer and chief and second engineer. On July 20th a typhoon of great intensity swept over the China Seas across the track the *Hauroto* would have to make and when, instead of the six or seven days, usually occupied by the passage, a fortnight had elapsed and nothing had been heard of the vessel, her owners became anxious and requested the Naval authorities to send a cruiser in search of her, they were told that no vessel was available.

That the typhoon which she must have encountered was of a most destructive character was proved by the experience of the *ss. Phenomena* which, leaving Saigon about the same time, encountered the blow North of the Paracels and her steering gear becoming disabled and her engine-room flooded, she drifted for several days being only brought through by the magnificent seamanship of her master, aided by her officers. I assisted, probably, by an amount of good fortune that may have been lacking in the case of the *Hauroto*. The *Phenomena*, during the five terrible days that she lay disabled in the track of the typhoon, drifted right through the Paracel Group, her steering gear disabled, the water in the stokehold nearly up to the level of the furnaces and her decks awash in the vicious seas that were being hurled against her. Occasionally, when a reef was sighted under her keel a few kicks ahead were got from her engines and she managed to get clear. It is possible that the *Hauroto*, less fortunate, has been driven upon one of these reefs, or a small islet such as Woody Island or Tree Island and the survivors of her 300 passengers and crew are waiting anxiously for the succour that has not been sent. Possibly, she also, like the *Phenomena*, has managed to clear the reefs and islands and, totally disabled and without wireless, is adrift on the seas beyond the track of shipping, more than a month from the date of her departure from Saigon and running short of water and food.

The excuse of the Navy has been that there is no gunboat or cruiser in commission nearer than H.M.S. *Cadmus* at Weihaiwei and, apparently, the amount of coal involved in bringing her from there, or in ordering up a cruiser from Singapore is greater than the value of the lives of merchant seamen who sacrificed themselves so freely during the war. Apart from the absence of a cruiser in commission, an absence that is in itself, open to grave criticism, there lay in the Naval Dockyard of Hongkong a cruiser being refitted which, in a few days, could have been made ready for such a mission of peace, even though she were sent away with a nucleus crew. More, there lay in Hongkong Harbour two completed rescue tugs, fitted with wireless, which had been built for just such a purpose toward the close of the war. These also had no crew and whether sufficient naval ratings were available to man one of them is immaterial, for sufficient merchant seamen and engineers were prepared to man her to go in search of their brothers in distress. Yet the Navy could not see its way to despatch a vessel to search for the missing ship!

It is to be hoped that the *Hauroto* has foundered and carried all her human freight to a swift and merciful death rather than that she is still afloat with her starving crew waiting for the succour which will never reach them.—*Shipping and Engineering.*

EX-GERMAN BUSINESSES AND TRADE-MARKS.

In the House of Commons on July 17th, Mr. Bridgeman informed Lieut.-Colonel Sir F. Hall that under the provisions of the Trading with the Enemy Acts German "businesses, plant, and other assets were, during the war, sold by controllers appointed by the Board of Trade or the Court. Where the goodwill of the business was disposed of in such sale, any trade-marks of the business remaining on the register would be transferred to the buyer. This would prevent their use by the previous owners, who would be equally debarred from making any claim to the goodwill of the business.

A THEATRICAL DISPUTE. JUDGMENT FOR THE PLAINTIFFS.

At the Summary Court, yesterday, Mr. Justice Mellor delivered judgment in the civil action in which Mr. W. B. Horley, proprietor of the Banvard American Musical Company, claimed \$1,000 damages for alleged breach of contract from Mr. Robert Ryles, till recently leading man of the company. Mr. Ryles severed his connection with the company in Hongkong and has returned to America, having permanently retired from the profession. Miss Alma Grant, one of the beauty choruses, also left the company and is now residing in Hongkong; while Miss Phyllis Barnes, the talented young dancer, is parting from Banvard in Singapore.

At the previous hearing, in chambers, Mr. Mattingley put in the evidence of Mr. Horley, taken *de bene esse* before the Registrar, and Mr. Davis, objected to the procedure. Both solicitors quoted numerous authorities upholding their respective contentions. Mr. Mattingley having left the Colony to secure his health, the plaintiff was represented yesterday by Mr. W. E. L. Shenton.

His Lordship said: This is an action brought by Mr. W. B. Horley, plaintiff, proprietor of the Banvard Co., against Robert Ryles, who was the leading man, for breach of contract and he claims \$1,000. The whole question is when the contract began. I have studied the contract and the agreement. The agreement is dated December 15th, 1918, and in paragraph one it says that the tour was to commence on February 25th, 1919, or thereabouts. The evidence of Mr. Horley says that the agreement began from the date the company left Seattle on February 14th, 1919, when the tour began. He says that the company left San Francisco on or about February 14th, 1919, and that the eight months of the contract began from that date. We have, also, the evidence of Miss Macfarlane (Alma Grant), who says that the company left San Francisco on or about February 15th, or 16th, and that, although the contract was dated December 15th, 1918, she did not sign till January, 1919. The plaintiff by this contract had to pay for the food, board and lodging of the company from the date they left San Francisco, and their salaries began with the first performance, which was in March, 1919. I have looked up all the authorities quoted by Mr. Mattingley and Mr. Davis, and I am of opinion that the contract began on the date they left San Francisco, which is February 14th, and that a breach of contract has been committed. I give judgment for the plaintiff in \$1,000 and costs.

His Lordship also gave judgment for Mr. Horley in the action in which he claimed from Mr. Ryles the sum of \$200 (gold), being part of an amount lent to Mr. Ryles in Manila.

A CASE OF MISTAKEN IDENTITY?

WEALTHY MAN CHARGED WITH SNATCHING.

A wealthy Chinese was charged at the Magistrate's Court, yesterday, with snatching a gold earring, valued at \$10, from a Chinese woman.

Mr. M. K. Lo, appearing for the defence, stated that his client was a respectable man, and owned several shops. He submitted that it was a case of mistaken identity, because his client must have been mad if he committed the alleged offence.

Complainant stated that she seized hold of defendant as soon as she felt her earring being snatched. The defendant, however, did not have the earring in his possession. When a Chinese detective came up, defendant promised to make restitution.

Mr. Lo suggested that complainant was so confused over her loss that she mistook his client for the snatcher. Mr. Smith remarked that the prosecution was positive that defendant was the snatcher. He adjourned the case to enable Mr. Lo to call witnesses for the defence.

THE RAKE'S PROGRESS.

DESTITUTE AND HOMELESS HE TRIES TO END HIS LIFE.

A Chinese came to Hongkong from Singapore and wasted in riotous living at West Point a few hundred dollars which he brought with him. Then the friends he had made deserted him. Not knowing where to go to obtain food and shelter, the man decided to put an end to his troubles by taking his life. He went to the Wo On wharf and jumped into the sea. An Indian watchman, who witnessed the rash act, jumped in after the man and saved him. At the Magistrate's Court, yesterday, the spendthrift was sentenced to fourteen days' imprisonment.

OFFENSIVE TRADE NUISANCE.

THE CURING OF HIDES WHOLESALE DEALER FINED \$1.

At the Magistrate's Court, yesterday, a Chinese dealer in hides was summoned by the Sanitary Board for storing and cleansing cow hides in No. 7, Sai On Lane without a permit.

Mr. W. E. L. Shenton appeared for the defendant, and Mr. A. Gibson, Head of the Sanitary Department, and Capt. Monteith, M.O.H., watched the case for the Sanitary Department.

Inspector R. Wood stated that on August 25th he visited No. 7, Sai On Lane and saw some men engaged in cleaning raw hides. He asked them to whom the hides belonged and they pointed to defendant. He examined defendant's godown and found a further quantity of hides. Witness then went away, and on his second visit noticed that the work was still in progress. The hides were in the same condition as when taken out of the slaughter-house.

Cross-examined, witness stated that wholesale dealers had no permits. The hides seemed to have been slightly washed and salted. They had been imported from China in a half-cured condition. The only treatment he saw was the brushing off of the salt from the hides. He supposed the hot weather was very trying for the hides, which, if not cured in time, were apt to become putrid.

Mr. Shenton: That is the whole matter; otherwise, the hides would walk out of the godowns.

Continuing, witness said it was an offence against the Offensive Trades Ordinance to keep raw hides or even half-cured hides.

Mr. Gibson suggested that the M.O.H., who had visited the premises, might go into the witness box and state whether or not the smell emanating from the godown was offensive.

Captain Monteith stated that there was an offensive smell, but he thought that Inspector Wood had put the position sufficiently well. There was no need, therefore, for him to go into the witness box.

Mr. Shenton stated that there were eight dealers in hides in that district and they had been permitted to carry on their trade for a number of years. His client had informed him that he had applied for a licence, but the Board refused to issue any. The licences were only given to retail dealers. His client was a wholesale dealer who imported enormous quantities of hides from Amoy, Foochow, Kwangsi and other places. Unfortunately, owing to the hot weather some of the hides which arrived in a half-cured state had to be sorted out and placed apart. In the present instance, when the Sanitary Inspector visited the premises a large number of hides were being packed for Mr. Nemaze, and his coolies were brushing off the salt prior to weighing them. His client had never bought any local hides at all. Every hide which was imported was supposed to have been cured. Owing to the extraordinary weather it was impossible to keep hides from smelling these days. So long as the Government permitted people to carry on those godowns in the way they did he did not think anything more could be said on the matter.

Mr. Smith: You mean to say none of them are very offensive?

Mr. Shenton: Yes, so much so that a fellow next to our shop keeps raw hides from the local slaughter-house. At first my client thought he had been mistaken for this man. What I want to put to Dr. Gibson is this: The Government have allowed this business to be carried on for a number of years and are aware of it. This business, therefore, cannot be an offensive one, because if it had been, the Government would have stopped it long ago.

Mr. Gibson stated that these people had been carrying on this business for a number of years. They dealt in salted hides brought down from various parts of the coast, and they also dealt in dried hides. He was not sure whether it was that particular firm, but he knew that the other firms in the neighbourhood dealt in salted and raw hides. They got the hides down in large quantities, and if they found them not salted they cured them and sold them to local tanners or sometimes shipped them to Penang, Singapore and to the North. In this particular case the trade was a great deal more offensive than places usually were. It was the case of a thing having grown up until the neighbours began to kick, and the Sanitary Department had to take some action. He did not press for any penalty, he merely wished the trade to be considered as an offensive trade.

Mr. Smith remarked that there was no definition of an offensive trade.

Mr. Gibson replied that certain trades were defined in the Ordinance as offensive.

(Continued at foot of next column.)

"GIRL DRUGGED AND TAKEN TO MACAO."

ALLEGED KIDNAPPER CLAIMS PORTUGUESE NATIONALITY.

At the Magistrate's Court, yesterday, the case was continued in which Mr. Leo Longinotto, Assistant Crown Solicitor, applied, on behalf of the Canton authorities, for the extradition of a Chinese on a charge of kidnapping a young girl.

Mr. C. E. Mason, M.C., appeared for the defendant.

The prosecution allege that the girl was drugged and kidnapped from the country by defendant. She was taken to Macao, and there the man tried to sell her into a house of ill-fame.

The brother of the girl stated that, hearing his sister had been taken to Macao, he went there and found her wandering about the streets. There was no reason why she should have run away from home. She was engaged to a sea-man.

Mr. Mason pointed out that it had not been proved that his client was a Chinese subject. There should be clear proof, according to the Extradition Ordinance, that his client was born in China. He submitted that his client was born in Macao, and was therefore a Portuguese citizen. His client had formerly been a seaman, but when war broke out he gave up his job.

Mr. Lindell: Were you afraid of submarines? Defendant: Yes.

Continuing, Mr. Mason alleged that the girl's character was none too good. Her mother had placed before her a piece of string and a knife, and asked her to choose which death she preferred. The girl ran away from the house, went to Macao, and lived with defendant's wife. The girl's brother took her before the Macao authorities; the case was heard, and the girl was ordered to pay \$20 to defendant for board and lodging. She was unable to pay, and brought this prosecution against the man.

Defendant claimed to be a Portuguese citizen. The girl came to Macao and stayed with his wife. She wrote letters to a Chinese Military officer in Lantau and asked defendant to find the man. He succeeded, and the man said he would see her later. The girl had refused to recognise her brother.

The case was remanded for the production of the defendant's birth certificate and of witnesses to prove that defendant was a Portuguese citizen.

UNRIGHTEOUS AFFECTION. CHINESE GIRL'S PLEA.

At the Magistrate's Court, yesterday, a Chinese girl, fourteen years of age, was charged with being in unlawful possession of 24 tael of opium dross.

The girl: Somebody is trying to harm me. A man made me a present of a pair of pillows, and the constable found the opium in them. I knew nothing about it.

A Chinese Revenue Officer stated that he noticed a launch moored to the Leung Wing wharf and saw someone unloading a quantity of luggage. He examined the pillows, found the opium, and asked to whom they belonged. The girl claimed them.

The girl: He had opened the pillows before I got out of the launch. I identified the pillows as my property. Two of men were in love with me, and one of them, who is under the influence of his mother, suggested that I should go and live with him in the country till such time as he was able to marry me. I agreed, and when the second man heard my decision he made a present of the two pillows.

Mr. Lindell: Are you suggesting that the second man revenged himself because you were deserting him for another man?

The girl: That is so. He was, no doubt, angry.

Mr. Lindell: When you made your decision you ought to have returned his presents. Why did you keep them?

The girl: The man gave me the pillows when I was about to embark.

Mr. Lindell: \$350, or three months' hard labour.

A PRESENT FOR MOTHER.

A Chinese was charged with being in unlawful possession of ten tael of opium dross.

The opium was found concealed in a pillow which, defendant said, he intended taking as a present to his mother. He did not know the opium was in the pillow.

Mr. Lindell: A nice present for mother! \$150 or two months.

STEALING A DEAD MAN'S CLOTHES.

Two stone-cutters were great friends and lived in the same house in Hung Hom. One day one of them was brutally murdered, and his body was found on the hillside. A cousin claimed his clothes. The deceased's friend offered him an old mosquito-net, an old umbrella, and a rotten quilt. The cousin refused to take them, saying that he wanted the clothes. He called in a policeman, who found the deceased's clothes in a box. The friend told Mr. Smith, at the Magistrate's Court, yesterday, that he took charge of the clothes temporarily, and did not intend to steal them. He was fined \$10.

A MOST DISGRACEFUL CASE. CHINESE DETECTIVE NEGLECTS TO REPORT A MURDER.

At the Magistrate's Court, yesterday, a Chinese detective was charged with neglect of duty.

Sergeant Spear stated that defendant was stationed in the Tai O district. A murder was committed and two men informed defendant, who, however, failed to report the matter to witness.

Defendant's statement was as follows: At 12.20 a.m., on September 2nd, four persons came to my house and knocked at the door. I opened the door, let the people in, and they informed me that a murder had been committed. I asked them how many persons were killed. They replied: "Two." Men or women?

"I asked: 'Women,' said one of the men. I then suggested to the four men that they should go to the Tai O Police station and report the matter. I promised to follow them later. They replied that they were afraid to go to the station, stating that the Indian constable on duty would not let them in. I told them: 'Do not be afraid; I will ring up the Indian and tell him to let you go.'

Mr. Lindell: Is there any communication between the station and defendant's house?

Sergeant Spear: No, he probably meant that he would ring the electric bell attached to the station gate.

Mr. Lindell (to defendant): At what time did you go to the station and report?

Defendant: At 1.45 a.m. When I received the information I changed into my uniform, went to the station, and reported to the Indian, who said: 'It is too late.'

Mr. Lindell: You heard of the murder at 12.20 a.m. and did not report the matter till an hour and a half later!

Defendant: I had finished my duty and I went home. It was raining and I did not want to go to the station at that time.

Mr. Lindell: What has that got to do with it? How long has this man been in the Force?

Sergeant Spear: He joined the force in 1909 and was promoted a detective last year. He has been reported twice for neglect of duty.

Mr. Lindell: This is the most disgraceful case I have ever heard. Six months' hard labour.

LANE, CRAWFORD & CO.

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to
CLUB SECRETARIES

THE OPENING SEASON FOR FOOTBALL, CRICKET & HOCKEY

IS QUICKLY APPROACHING.

WE TAKE THIS OPPORTUNITY OF STATING
THAT WE HAVE AN EXCELLENT
SELECTION OF THE NECESSARY
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MANUFACTURED BY
WELL-KNOWN BRITISH MAKERS.

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AND
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you need not buy a new typewriter when the type get worn; new sets of type are inexpensive, and can be put on in 30 seconds.

Two sets of type are provided with each machine, others to any quantity may be purchased separately.

Simply by turning a wheel, you may change from English to Russian, from Gothic type to Copperplate, or a whole variety of others. There are over 300 varieties of type produced for use on the Hammond typewriter. All or any may be used by any one machine.

This is but one of the many unique features of the HAMMOND TYPEWRITER. Let us demonstrate to you its further advantages.

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(Sole Agents: Hongkong).

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Head Office: Nos. 47 & 48, Connaught Road Central, Hongkong, Tel. Nos. 1228 & 2230.

Our Macaroni, Paste Stars, Egg-noodles, Vermicelli, or other kinds of our Soup stuff, makes a dainty dish to the table. Sold at very reasonable prices.

Large quantities have been exported to various important cities in the World. Terms moderate, especially for Agencies. Orders executed promptly. Inspection and Enquiries are cordially solicited.

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Just received a shipment of
HIGH-CLASS

WALKING STICKS AND UMBRELLAS

with and without
STERLING SILVER MOUNTS.

There are many exclusive novelties and designs, these we shall be pleased to show if you will call.

ASH, CHESTNUT, RATTAN, CHERRY, BAMBOO, REAL & IMITATION
MALACCA and a large selection of Fancy Woods.

SEE WINDOW.

NEW ADVERTISEMENTS

WANTED.

BRITISHER desires ROOM with Board in Kowloon.
Apply—
Box 1241,
Care of "Daily Press" Office.
[1241]

WANTED.

GRAND PIANO in good condition.
Apply, stating full particulars, to—
A.M.
Care of "Daily Press" Office.
[1244]

ROYAL HONGKONG GOLF CLUB CHAMPIONSHIP.

Big Course—Falling.
For players whose handicaps are 10 or under.
First round to be played by SATURDAY, OCTOBER 5th.
Entries close on FRIDAY, September 12th, on the list at any of the Club Houses or at the Hongkong Club.
18 HOLE COMPETITION AGAINST BOGEY.

For a Silver Cup presented by a Grateful Temporary Member.
Big Course—Falling.
Under Handicap.
To be played on SUNDAY, SEPTEMBER 14th, 1919.
Post entries at Falling.
Hongkong, September 10th, 1919. [1245]

PUBLIC AUCTION.

THE Underigned will sell by Public Auction by order of the Marshal of the Prize Court, ON THURSDAY, September 18th, 1919, at 11 A.M., at Yau Ma Tei, Break-water.
The Motor Vessel "PIONEER"
Hull Teakwood Built, 1913.
Length 87 feet.
Beam 13 feet 6 inches.
Draught 7 feet.
Engine.
Internal Combustion, 3 Cylinder Junker Diesel Type.
Complete with Navigating lights, and a quantity of spare gear.
The latter can be seen by application to the undersigned.
A launch will leave Blake Pier 10 A.M., day of sale to convey intending purchasers.
On view 17th inst.
Terms:—Cash.
HUGHES & HUGHES
Auctioneers.
Hongkong, September 10th, 1919. [1246]

PUBLIC AUCTION.

THE Underigned will sell by Public Auction by order of the Marshal of the Prize Court, ON FRIDAY, September 19th, 1919, at 10.30 A.M., at Bailey's Slipway, Kowloon Bay.
The wreck of the Launch "APAC" as she now lies.
The "HAFAG" was wrecked by Typhoon, 18th August 1919.
On view from Wednesday, 17th inst.
Terms:—Cash.
HUGHES & HUGHES
Auctioneers.
Hongkong, September 10th, 1919. [1247]

MUSIC LESSONS.

PROF. DANENBERG will Resume his Piano Lessons this month.
12 9

NATIONAL BONDS OF THE 3RD, 4TH AND 5TH YEARS OF THE REPUBLIC OF CHINA.

NOTICE IS HEREBY GIVEN that Repayment of Drawn Bonds and payment of interest Coupons will henceforth be made in Hongkong Notes, at Current Rates, for the equivalent of the face value of said Bonds and Coupons.
For the BANK OF CHINA, TSUYEE PEI, Manager.
Hongkong, September 1st, 1919. [1248]

KOWLOON-CANTON RAILWAY.

THE Public is hereby notified that on and from TUESDAY, SEPTEMBER 16th, SEVERAL IMPORTANT ALTERATIONS will be made in the Timetable.
Timetables will be available on SATURDAY, September 13th, and may be had on application at all Stations and at the Head Office, Kowloon and Canton.
By Order,
ROBERT BAKER, Manager.
Kowloon, September 11th, 1919. [1249]

FOR SALE.

RACING yacht "ROLLA" of the Handicap Class. Winner of Commodore's Cup last year and second in Championship.
Apply to—
P. C. POTTS,
11, Queen's Road Central.
Hongkong, September 4th, 1919. [1250]

INTIMATIONS

HONGKONG CORINTHIAN YACHT CLUB.

THE ANNUAL GENERAL MEETING of the above Club will be held at the Club House on WEDNESDAY, September 17th, 1919, at 8 P.M.

H. C. RESEK,
Hon. Secretary.
Hongkong, September 10th, 1919. [1236]

HONGKONG CLUB.

AN EXTRAORDINARY GENERAL MEETING of the Members of the Hongkong Club will be held in the Club House on THURSDAY, SEPTEMBER 18th, 1919, at 5.30 P.M.
BUSINESS:—As posted in the Hall of the Club.

By Order,
E. DES VOEUX,
Secretary.
Hongkong, 10th September, 1919. [1237]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

THE ORDINARY GENERAL MEETING of the above Company will be held at the Company's Office at noon on SATURDAY, SEPTEMBER 13th, 1919.
THE TRANSFER BOOKS of the Company will be CLOSED from September 13th to 27th, both days inclusive.
DOUGLAS LAPRAIK & Co.,
General Managers.
Hongkong, September 11th, 1919. [1238]

HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED, will be held at the HONGKONG HOTEL on the 24th day of September, 1919, at noon, for the purpose of considering and, if thought fit, approving the draft new Articles which will be submitted to the meeting. A copy of the Articles and a copy of the existing Articles may be seen at the Office of the General Managers in Alexandra Buildings. In such copy the portions of the proposed New Articles which differ from the Old Articles are indicated by underlining in red ink.

Should the meeting approve of such Articles with or without modification the proposed extraordinary resolution will be proposed.
That the New Articles already approved by this meeting and for the purpose of "identification subscribed by the Chairman thereof be and the same are hereby adopted as the Articles of the Company to the exclusion of and in substitution for all the existing Articles thereof.
Should the resolution be passed by the required majority it will be submitted for confirmation as a special resolution to a second Extraordinary General Meeting which will be subsequently convened.
Dated the 8th day of September, 1919, Hongkong.
By Order of the Board,
G. RAPP,
Secretary.
[1217]

OFFICES WANTED.

WANTED by a leading British Insurance Company a suite of Offices on or before the 1st October, next, in the Central District of Hongkong.
Reply—
Box 1221,
Care of "Daily Press" Office.
[1221]

WANTED.

WANTED over CENTRAL OFFICE BUILDINGS complete flat for family of three.
Reply—
H. G. R.
Care of "Daily Press" Office.
[1240]

WANTED.

2 or 3 ROOMS in Central Locality for an Office. Immediate occupation.
Reply to—
Box 1241,
Care of "Daily Press" Office.
[1241]

TO LET.

NO. 102, THE PEAK, 6-Roomed House at the Peak.
Apply to—
PERCY SMITH SETH & FLEMING
[1223]

TO LET.

VERY Nice Furnished Apartments with board, in Upper Levee.
Apply to—
Care of "Daily Press" Office.
[1208]

TO LET.

PART of Ground Floor.
10, Des Voeux Road Central.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
[1109]

FOR SALE.

FIVE-BOOMED HOUSE at the PEAK.
Apply to—
Messrs. HASTINGS & HASTINGS,
Solicitors,
No. 8, Des Voeux Road Central.
[1220]

INTIMATIONS

G. R. NOTICE.

PERMISSION given by His Excellency the Officer Administering the Government under section 10 of the Travellers Restriction Ordinance, 1915.
On and after the 8th day of September, 1919:

(1) Persons who are in possession of such Passports as are hereinafter mentioned and produce the same as hereinafter mentioned are permitted by His Excellency the Officer Administering the Government to leave the Colony without a pass from the Captain Superintendent of Police.
(2) A British subject is permitted to leave the Colony, without a Police Pass, provided that he has in his possession a valid passport which has been issued or renewed within the last two years and provided that he produces such passport on demand, on board of and prior to the departure of the steamer by which he is leaving.

(3) A Subject of a Foreign Power is permitted to leave the Colony, without a Police Pass, provided that he has in his possession a valid passport granted by or on behalf of the Government of the Country of which he is a subject, and provided that he produces such passport on demand, on board of and prior to the departure of the steamer by which he is leaving.
(4) A person arriving in and leaving the Colony by the same steamer is permitted to leave the Colony, provided that he has such valid passport as aforesaid and provided that he produces such passport on demand for examination on board, both prior to the arrival of the steamer in the Colony and prior to its departure from the Colony.

3. Members of ships' crews are permitted to sign on without obtaining a permit from the Captain Superintendent of Police.

Note:—1. All persons, who are either without a passport or without such a valid passport as above mentioned, must continue to comply with all the provisions of the Travellers Restriction Ordinance, 1915.
2. To prevent delay in sailings, Shipping Companies should satisfy themselves that intending passengers have the necessary passports aforesaid in their possession.

All persons, with certain exceptions, who remain in the Colony for more than 7 days are required to Register themselves under the REGISTRATION OF PERSONS ORDINANCE, 1916.
Forms of Registration, giving the particulars required, may be obtained at the G.P.O. and at all Police Stations.
The Penalty for non-compliance is a fine not exceeding \$50.
E. D. C. WOLFE,
Captain Superintendent of Police.
8th September, 1919. 40

A. G. DA ROCHA, AUCTIONEER, SURVEYOR AND GENERAL BROKER.

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Hongkong, September 8th, 1919.

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WE are favoured with instructions to sell by Public Auction the well-known Pilot Boats.

"SEA LION" and "ALLIGATOR"

The Auction will be held at our Offices at Noon on SATURDAY, October 11th, 1919.

VIEW DAYS.
The "SEA LION" may be viewed at any time on application to Mrs. TROM, Pagoda Anchorage.

The "ALLIGATOR" will be brought to Pagoda Anchorage on Tuesday, Sept. 30th, and will be alongside the "SEA LION" in the Creek near the Standard Oil Co.'s premises.

Particulars.
Lot I "SEA LION" Tonnage 63, Length 73, breadth 16' 6", draft 7' 6".
She is a 2-Masted Schooner, built of Teakwood and Pine at the Kowloon and Whampoa Docks, Hongkong.

She has one Gig and one Dinghy on board, 4 Anchors, Chains, Mainmast, Foremast and Jib complete, well furnished and equipped with compass, clock, barometer, binoculars, riding lights, pumps and is in all respects complete with 4 bunks, 3 sofas also three Cabin washstands.

The Pilot Boat Licence is dated 1st July, 1919, the year the boat was built.

Lot II "ALLIGATOR" This boat is slightly smaller than the "SEA LION" built of Teakwood and Pine.
Draft 7' 3"
Rig Lorchs
Number of Masts Two
Boats Two
Anchors Two
Chain 75 fathoms of 3" and 45 fathoms of 2"
Mainmast, Foremast and Jib complete.
Telescope, compass, binoculars, clock and riding lights.

This boat was built in Hongkong July 1884 and has this year been thoroughly overhauled and painted at an expense of more than one thousand dollars.
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The Daily Press.

HONGKONG, SEPTEMBER 12TH, 1919

JAPAN'S POINT OF VIEW.

As was evident from the interview accorded to our representative a few days ago by Baron MARINO, Japan is so satisfied that she is acting perfectly within her rights over the Shantung question that she is puzzled to account for the reasons which animate foreign criticism. The Japanese Press finds the grounds for America's attitude in the exigencies of American politics and in the desire for economic rivalry in Japan's sphere of influence. There is not the faintest suspicion expressed that the United States is animated in any way by a sense of justice and a desire to prevent oppression of a weaker country by a stronger one. This tendency to see self-interest in all the actions of other Powers is significant as, perhaps, giving the key to Japan's own foreign policy. From the Japanese point of view the issue is clear. She abided by the terms of the Anglo-Japanese Alliance by coming to the assistance of her ally, Great Britain, and, having performed the task allotted to her, naturally requires compensation. Her demands she regards as exceedingly modest. All she requires is the establishment of an exclusive Japanese Settlement at Tsingtau and the transference to her of the German rights over the Shantung Railway. The fact that these claims make Tsingtau hers and give her practical suzerainty over the whole province are contingencies arising out of the claims that Japan cannot avoid. Because the portion of Tsingtau which she claims gives her full command over the harbour is the claim to be withdrawn altogether. Because the Shantung railway is an important asset of the province is Japan to hand it over to China for nothing? Japan inclines to the view that any of the European Powers in her place would have been very much more exacting. In these circumstances, it is impossible for her to conceive that the criticisms against her can in any way be

deserved. There must be at the back of the criticisms some ulterior purpose which can only be suggestive of evil. The other nations are jealous; they desire to rob her of the fruits of her victory; to use her as a cat's paw, and to capture the chestnuts that she has drawn out of the fire for their own purposes. Japan has been conspired against before in this way, and she feels that it is unbearable. To argue with a country which takes up this attitude is impossible—at any rate from the ethical point of view. International morality is not figuring so largely in the world at present that Japan, with her comparatively recent introduction into the comity of nations, can be expected to display any marked development of it. She may advance the claim that the agreement with Britain under which she entered the war gave her a title to all the German rights in Shantung. This agreement has not been published, but frequent allusions have been made recently to its existence. This is a point, however, which the Japanese are not inclined to press, because they have made it appear, so far, that they were awayed solely by the obligations of the Anglo-Japanese Alliance. Naturally the existence of such an agreement would stiffen Japan's back, for it is not for her to criticise ethically an agreement to which Great Britain consented. The only argument likely to appeal to Japan is whether it is to her own interests to exercise the rights which the Peace Conference has recognised. To argue from this point of view is to imply that Japan is blind to her own interests.

For certainly she believes that her own interests demand that she should keep other nations out of Shantung as far as the policy of the "open door" permits. That she is thereby further endangering harmonious relations with China appears to her a matter of small importance. This, of course, is the military point of view, founded on the principle that trade follows the flag. The struggle between the military and the civil party in Japan is a never-ending one, and the result is a policy which is continually being diverted from a peaceful to an aggressive end. If militarism falls into disrepute in one part of the administration, as it has in Korea, it pushes up its head in another part. The idea prevails that the safety of the Empire demands that all the Western nations should be kept as far away from Japan as possible, and, as a Japanese writer recently argued, this can best be secured by giving the Western nations no chance to get a hold. The simplest way to prevent others from taking a position is to take it oneself, and occupation of all the important positions in China is the only method of keeping the Western nations out. To urge that Japan, in thus extending her boundaries into foreign lands, is at the same time extending the boundaries that have to be defended is to make the Japanese smile, because they do not realise the dangers that arise from aggression on weak nations. They are going through the same stages that all nations have had to go through in their progress. But weak neighbours, forced out of their path, are apt to revenge themselves on their aggressors sooner or later. Militarism breeds militarism. At the moment, however, Japan, is intent upon adventures upon the continent of Asia, and the question before the other Powers is how she can be diverted from this object, not only for China's sake but for her own. The answer is, undoubtedly, by making China unassailable. Much could be done in this direction by assisting to place her on a level with other Powers in the matter of autonomy. A general agreement to restore to her, under proper safeguards, those portions of her sovereignty which have been taken away would force all into line. The prospect of this being done is certainly rather remote. Yet it seems to be the only cure for the chief disease which afflicts China—that of irresponsibility.

Twelve cases (5 deaths) of gastro-enteritis were reported in Hongkong on Wednesday.

Edward Hyde, a seaman, failed to appear at the Magistracy, yesterday, in answer to a charge of being drunk and disorderly, and, accordingly, his bail of \$5 was exonerated.

Entries for the championship of the Royal Hongkong Golf Club will close on the 24th inst., and the first round will be played on October 5th. On Sunday, September 22nd, there will be an 18-hole competition, under handicap, against bogey, over the big course at Fanling, for a silver cup presented by "A Grateful Temporary Member."

The hearing of the case against the Chinese, who is alleged to have shot Sergeant Langan has been fixed for September 15th at 11.30 a.m.

The marriage of Mr. Jose Estorac Ribeiro da Rocha, son of the late Mr. A. C. da Rocha and Mrs. H. Maria da Rocha, and Miss Albertina Maria Ribeiro, youngest daughter of the late Mr. Jose Ribeiro and Mrs. Lydia Ribeiro, was solemnised last Sunday at San Lourenco's Church, Macao. The bride was attired in a pretty costume of white georgette over charmeuse with court train, and she carried a beautiful bouquet of lilies. She was given away by her second brother, Mr. Fernando Ribeiro, of the Hongkong and Shanghai Bank, and was attended by the Misses Maria, Carlos and Sabina Remedios as bridesmaids. The bridegroom was attended by Mr. E. Carlos as "best man" and Mr. L. G. Ribeiro, of Hongkong, performed the same office for the bride. The ceremony was performed by Canon Soares in the presence of a large congregation. A band was in attendance. The reception at the house of the bridegroom's parents was attended by a large number of friends, who offered the young couple their heartiest congratulations. The health of the bride and bridegroom was proposed in felicitous terms by the "best man." The happy pair left at 4 p.m. by the *Nagisa* for Hongkong.

CORRESPONDENCE.

A SHORT-SIGHTED POLICY.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS"]

SIR,—Your leaderette in yesterday's issue, re the "Hongkong problem," under the above heading is so much to the point, and hits the nail so fairly and squarely on the head that a great many of your readers will regret that you have not written more fully and with greater elaboration upon the subject.

Without doubt there is plenty of money in the Colony ready to be put into bricks and mortar, if the proposition can be made a reasonable and business one; but so long as the intending promoter is met by the Powers—that is, by nothing but delay, discouragement, and prohibitive conditions, from start to finish, it is not very surprising if he prefers to put his money into Lookee, or Banks, or some other local enterprise.

It is very much to be hoped that a representative Committee of property-owners and would-be-property-owners will wait upon the new Governor shortly after his arrival, and invite his special attention to the existing methods of dealing with applications for land for building purposes; to the dilatory way in which such applications are considered; and to the irksome and vexatious conditions which are frequently imposed.

It would really almost appear as if the mental attitude of the Government official with regard to the would-be promoter might be expressed something like this:—"Here's a man who wants to do something useful; if we don't take great care he'll make something out of it—Now, how can we possibly stop him?"

A drastic reform in the direction of facilitating and expediting the acquisition of building land, and an intelligent and sympathetic consideration of problems affecting their economical development, and there would be very little "Housing problem" left.—I am, Yours faithfully,

RESIDENT.

CANTON NEWS.

CANTON, September 11th.

THE TRAMWAY PROJECT.
It is being urged by the opposition that the incorporation of foreign capital in the Tramway syndicate will not only lead to foreign intervention but also to foreign occupation of the city, if disputes should arise in the future. It is alleged that the registration of the syndicate in Hongkong is a trick of the contractors, who would use the foreign Powers to threaten the Canton Government if occasion were to arise.

Another message states that the new tenderer, who offers \$1,900,000 for the tramway, has secured strong support from the M.F.'s and the members of the Provincial Assembly. Appeals are to be sent to the Cantonese abroad to join in the protest.

INTERNAL PEACE CONFERENCE.
The Premier in Peking has telegraphed to the Canton Government stating that nobody but Wong Yap-tong is suitable for the appointment of chief Northern delegate at the internal peace conference. It is reported that Wong Yap-tong has decided to proceed to Nanking on the 12th inst. and thence to Shanghai, which he is expected to reach about the 20th inst.

BIG WORKS SUSPENDED.
Work at the Canton Arsenal has been suspended, as well as at the Cement Works, owing to non-payment of wages due to the employees. The workmen demand immediate payment and the reduction of the working hours, or they will not resume work.

Other reports state that the Cement Works are suspended owing to the repair of the boilers and machines, and not owing to non-payment of the workmen. **THE SALT REVIVAL.**

Owing to the confusion in salt affairs in the Kwangtung and Kwangsi the chief Foreign Supervisor of the Salt Revenue Bureau in Peking has sent representatives to make investigations.



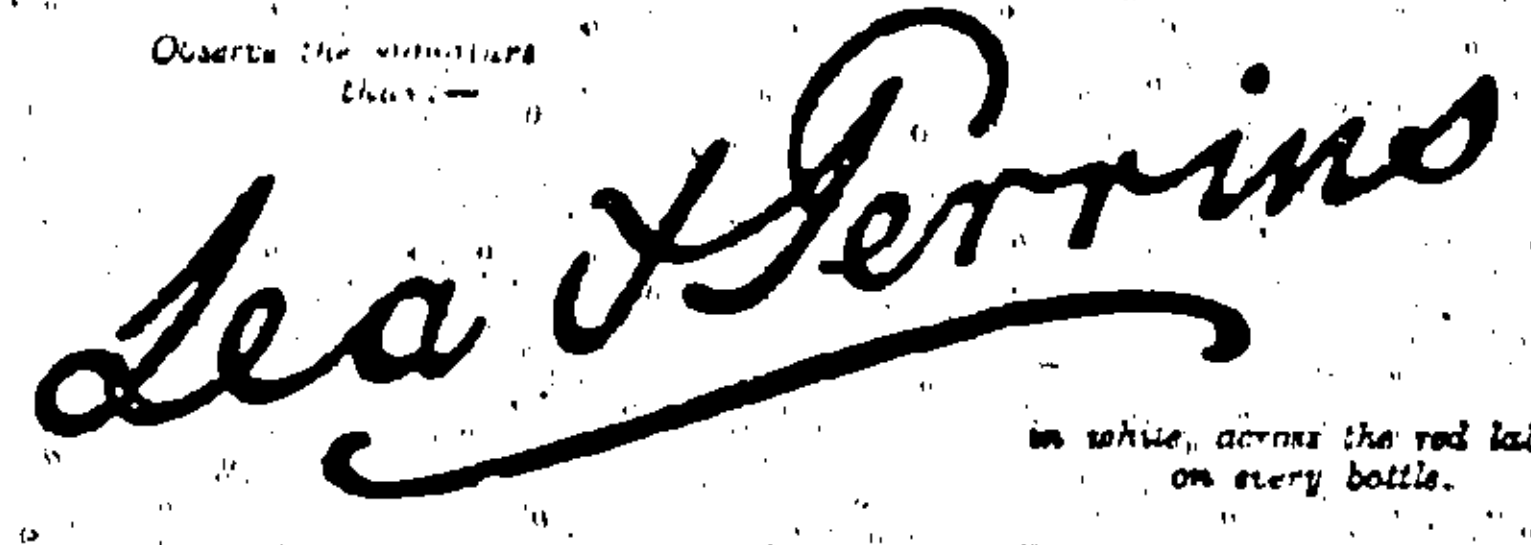
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A far larger quantity of a cheaper sauce fails to give the same satisfaction.

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REVISED NATIONAL ANTHEM. LESS KING, MORE DEMOCRACY.

At the national thanksgiving service, held outside St. Paul's, permission was given by the King to substitute, tentatively, two new verses in the National Anthem. It was then sung as follows:

God save our gracious King,
Long live our noble King,
God save the King!
Send him victorious,
Happy and glorious,
Long to reign over us,
God save the King!

One realm of races four,
Blest more and ever more,
God save our land!
Home of the brave and free,
Set in the silver sea,
True men of chivalry,
God save our land!

Kindness in love and birth,
From remotest ends of earth,
God save us all!
Did exile and hatred cease,
Did hope and joy increase,
Spread universal peace,
God save us all!

Commenting on the new version, the *Times* says it will be perceived that the substituted sentiments, couched in language not devoid of a certain subdued grace, can offend the moral and aesthetic sensibilities of none. The anthem for it is now almost worthy of that name: is at length perhaps more in accordance with the refinement of an age remarkable for its avoidance of vivid colours and loud language. But it is to be noticed that there is in it less about the King and more about ourselves, and even the natural scenery of our domicile, than before; and our taste and sense of congruity will have ultimately to decide whether this mixture of motives, is calculated to make the same direct appeal as the former single one. There is still much to be said in favour of the old form, which made the King, in this song, as in more solemn supplication, stand for his people. It was the King's Divine right, which was never refused him even by the strictest of constitutionalists. May he defend our laws, expresses sound doctrine, though it is to be superseded to-morrow; and the denunciation of the King's enemies—Confound their politics; frustrate their knavish tricks!—is as apposite during the war—has been and still is the cry of our hearts. Why, if direct and forcible language has any merit, should it not also be in the prayer on our lips? For our part, we have never understood the supposed popular discontent with the historic version, and while complimenting the latest reviser on the tact and gentility of his effort, we still retain a preference for the hearty, if ruder, original.

SCOTCH ELOPEMENT.

A HAPPY ENDING.

There was a happy ending at Edinburgh to the romance which, beginning with the elopement of an American officer with a Gloucestershire lady, was quickly followed after their marriage by a sentence to imprisonment, the Scottish law not having been complied with.

On June 17th, the young officer, Raymond L. Hiles, and Majorie Evelyn Hiles, a Gloucestershire lady, were convicted in the Edinburgh Sheriff's Court for suborning two witnesses to make a false statement before the Sheriff that they had been resident in Scotland for 21 days prior to the date of their irregular marriage. Hiles was sentenced to a month's imprisonment.

Mr. MacLaren Henderson, solicitor, who represented Hiles during his trial, presented a memorial to the Secretary for Scotland, pointing out that the officer's offence was in a different category from the ordinary cases of this description. On arriving in Edinburgh from the south after eloping with the lady, and finding out that he could not be married at once, he committed the offence in order to save the lady's honour.

The Secretary gave permission for Hiles to be properly married, and the ceremony took place in St. Andrew's Parish Church, the Rev. George Christie officiating. Immediately after the ceremony the governor of the prison appeared, and to the great joy of bride and bridegroom, intimated that the Secretary for Scotland had consented to the release of Hiles.

GIRTON'S JUBILEE.

Girton College celebrated its jubilee on July 30th. Designed from its inception as a college for giving a University education to women, it was founded at Hitchin in 1869, and moved to Cambridge in 1873. Girton girls have attended University lectures and distinguished themselves in University examinations. On the educational side Girton, along with Newnham and the women's colleges at Oxford, has carried on the work of equipping women for the position in the State which they have claimed with success in the sphere of politics, and with a measure of success in the Civil Service, in the professions, and in industry. Girton has been an intellectual embodiment of the women's movement. It has proved that women can acquire accurate knowledge and that they can stand the test of examinations as well as men. Now that they have so long experienced collegiate life at both Universities, and have shared the same courses of study and the same examinations, it is becoming ridiculous that Oxford and Cambridge should refuse to women the full benefit of the degree.—*Daily Chronicle*.

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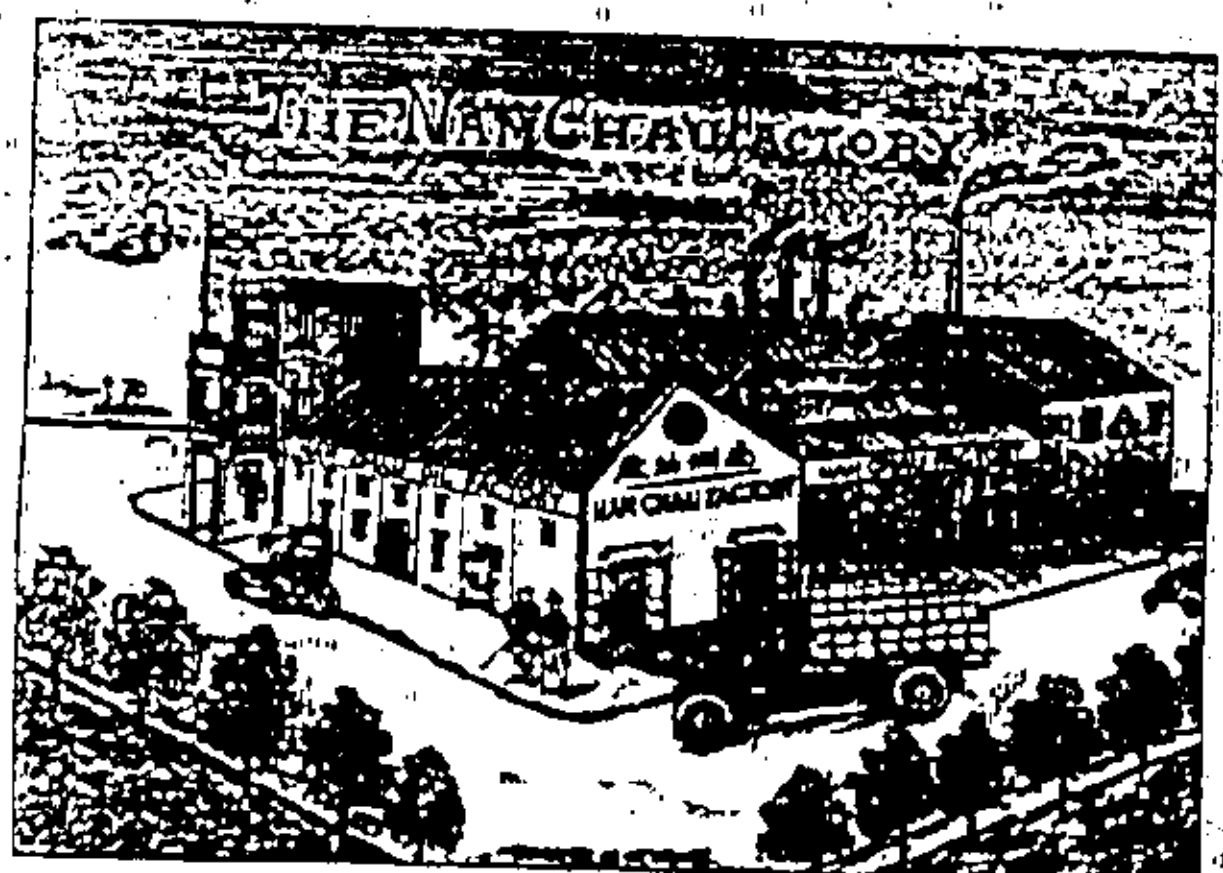
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[104]

GERMAN DISCLOSURES.

WAR AIMS IN 1917

BRITISH REPLY TO THE POPE.

A most interesting and exciting sitting of the German National Assembly was held on July 28th.

Herr Müller, the Foreign Minister, made a speech in the course of which he read the telegram from the British Government which followed the letter of the Papal Nuncio, in which an attempt was made to begin peace negotiations. The telegram, which was undated, read as follows:

"We have not yet had an opportunity to consult our Allies regarding the Note received from your Eminence, and are unable to answer the proposal made by your Eminence regarding terms for a lasting peace."

In our opinion there is no probability of reaching this aim as long as the Central Powers and their Allies have not officially expressed their war aims and settled which (I what) indemnity they are ready to pay, and what guarantees they will give for the future protection of the world against the terrors from which it is now suffering. As regards Belgium, they make no definite declaration regarding their intentions, nor do they say whether they intend to restore to Belgium full independence, and make good the damage which she has suffered. Your Eminence no doubt knows the declarations made by the Allies in reply to President Wilson's Note. Neither Austria nor Germany has ever made any such declaration. Any attempt to bring the belligerents to an agreement seems vain as long as we do not know the points where their opinions differ."

Herr Müller pointed out that the Belgian question was the heart of the problem, and that only a frank reply could, at that time, have brought peace any nearer. After an exchange of notes a fresh peace move took place in September, when the German Foreign Office was in communication with a Spanish diplomat. This, however, was only a German move to discover the peace terms of the Allies.

I am sure that the Allies knew what was the political and military situation in Germany, and they accordingly demanded to know our precise war-aims. He went on: "Herr Michaelis, the Chancellor, did not inform the party leaders about the Note from the Papal Nuncio, nor of the peace offer made by the British. He promised to make to the party leaders a precise declaration regarding the Government's attitude towards Belgium, but his reply to the Note took quite an opposite direction to that statement."

After Müller had spoken, Herr Bauer, the Prime Minister, made a fresh attack on the Conservatives. He said that the ex-Kaiser would certainly be brought before a tribunal, and that he would be proved to be guilty of a great deal. "The reintroduction of the monarchy in Germany is impossible," added Herr Bauer. "I will read you the contents of two declarations made at the time in question: one from Herr Michaelis to Hindenburg, on September 12th, 1917, the day after the sitting of the Imperial Council, and the other on September 15th, 1917, containing the reply of Marshal von Hindenburg, and accompanied by a memorandum from Ludendorff. You will then understand why no decisive reply could be given regarding the reinstatement of Belgium."

STATE OF BELGIUM.

Herr Bauer said that Michaelis wrote to Hindenburg:

"After the findings of the negotiations held yesterday I very much want to thank you and General von Ludendorff because both of you agreed, with so much foresight and in so unprejudiced a manner, regarding the military views in connection with our war-aims. In accordance with the wishes of the High Command, I draw-up our basis for peace negotiations as follows: For the protection of our commerce we demand the city of Liege and adjacent territory. Belgium must intimate and economically be united to Germany, and when Belgium has fulfilled all our demands for the security of the economic connection, which will, of course, take several years after the first peace negotiations, we consider that the military measures can then be abolished. Consequently we only ask to hold Liege provisionally and as a factor of security. I have persuaded Count Westarp to inform the Austrian Minister for Foreign Affairs regarding our basis for peace negotiations, as the Austrians are not well informed regarding the Belgian question, and are therefore inclined to disapprove of a peace with Belgium on the basis indicated. We must tell them what the intentions of the enemy were towards us, and what we intend to obtain. Instead of annihilation and loss of territory we will keep intact our western frontier. We will obtain raw materials from the occupied territory, secure favourable transport facilities, especially in the case of Antwerp, obtain an ascendancy over the Flemish population, putting an end to British influence on the Flanders coast, and will demand the restoration of our colonies."

Marshal Hindenburg (added Herr Bauer) made the following reply:

"I don't conceal that the navy and patriotic circles will feel it a hard blow if we give up the Flanders coast, a delusion which can only be alleviated if compensation are also known by the Navy to be fulfilled. Economic connection with Belgium cannot be realised without pressure on Belgium, even after peace has been declared, and for that purpose several years' occupation will be necessary, which for military reasons, is possible only when England and America desert France. If we are in possession of Liege and unlimited master of the situation, we can take the measures necessary. I, therefore, do not think that we should give up Liege. That hardships will be endured by our neighbours is an inevitable result of war under present military

conditions. There can be no talk of indemnities, neither can we indicate to foreign countries what we intend."

General Ludendorff, in his memorandum:

"We must keep the district firm in our hand. The possession of the Meuse line only is insufficient. We must drive the British and French armies further back. It is only thus thereby that Belgium can become economically and intimately connected with us, and this could not be effected without strong military pressure. Without lengthy occupation and the possession of Liege, the neutrality of Belgium is a phantom not to be reckoned with."

Herr Bauer continued: "Those letters prove why no satisfactory reply could be rendered regarding Belgium."

At the same time the so-called Fatherland Party was formed which supported the demands of the High Command. It was the members of this Fatherland Party who supported annexations and who drove the German people into destruction. The Premier was at this point interrupted by tremendous uproar, all the members rising and shouting, "Murderers! Traitors! Political rascals!" It was impossible to hear the continuation of the Premier's speech.

When quiet was restored Erzberger made a long speech of defence, in which he declared that he never was in Vienna, that he knew that an attempt to obtain peace was made, but that he did not know the contents of the Papal Nuncio's letter, or of Herr Michaelis's reply. He was warmly cheered when he finished.

Exchange-Telegraph Company.

(Continued at foot of next column.)

NOTICE TO CONSIGNEES.

S.S. "WEST KASSON", VOY. 1-OUT.

FROM SAN FRANCISCO, KOBE AND SHANGHAI.

THE above-mentioned vessel having arrived from the above-mentioned ports, Consignees of cargo are hereby informed that their cargo will be landed at their risk into the Godowns and/or extra Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., and stored at Consignees' risk.

Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on Sept. 11th, at 10 A.M., and Sept. 12th, at 10 A.M.

All Claims must be presented within a month of the Steamer's arrival here, after which they cannot be recognized.

No Claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after Sept. 13th, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL STEAMSHIP COMPANY.

As Operators, U.S. SHIPPING BOARD.

Hongkong, September 6th, 1919. [1232]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENKINNES".

FROM MIDDLESBRO, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godown of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves, delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and Goods remaining undelivered after Sept. 18th, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before Sept. 23rd, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on Sept. 18th, at 10 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, September 6th, 1919. [1235]

Columbia Dry Batteries.

Renowned for Faithful Service

If you need quick power for the ignition system of truck or tractor, lose no time in ordering Columbia Batteries. They'll give you the spark of life like a flash. For Columbia Batteries are famous for their energy flows hot—they make things go.

Look for the Eagle Trade-Mark. It is a guarantee of efficiency and service.

Special attention is given to the all-important detail of packing for export.

The Famous Spring Clip Binding Post, shown in the illustration, is a Columbia feature and is a guarantee of safety and security.

Dealers—Immediate delivery can be made. Write for catalogue.

Anderson, Meyer & Co., Ltd., 4 Yuen Ming Yuen Road, Shanghai.

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SHEWAN, TOMES & CO.

MOTOR DEPARTMENT.

Distributors for

COLE DODGE & OLDSMOBILE Cars,
FEDERAL Trucks—FISK Tires,
HARLEY-DAVIDSON Motorcycles.
ARROW BRENNAN JACOBSEN MEITZ
RED WING ROBERTS & VENN-
SEVERIN Marine engines.

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Motor Car Storage

Repairs of all descriptions under European supervision.
Re-painting a speciality.

Inquiries and Inspection Invited.

Call at our Motor Garage

No. 7, Russell St. or Phone 659.

[93]

ALEXANDER BOGUSLAVSKY

PICCADILLY,

LONDON, W.

TURF HIGH LIFE EGYPTIAN CIGARETTES

In tins of 50.

NOTED FOR THEIR FINE FLAVOUR
AND EXCELLENT AROMA

\$3 per 100

SOLD BY

LANE, CRAWFORD & CO.

[158]

JAVA-CHINA-JAPAN, LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TUTMANOEK	JAVA	12th Sept.	JAVA	
TUTMANOEK	JAVA	15th Sept.	JAPAN	
TUTMANOEK	JAVA	18th Sept.	JAPAN	
TUTMANOEK	JAPAN	28th Sept.	JAVA	

Wireless Telegraphy.
The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.

For Particulars of Freight and Passage apply to the

Yok Building, 1st Floor. JAVA-CHINA-JAPAN LIJN.

Telephone No. 1574.

KONINKYKKE PAKETVAART

MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

THE STEAMSHIP

"VAN WAERWYCK"

will be despatched on September 26th, to,

SINGAPORE, PENANG AND BELAWAN DELI.

This vessels offers excellent cabin-accommodation for saloon passengers.

Wireless Telegraphy.

For Freight and passage apply to—

JAVA-CHINA-JAPAN-LYN,

Telephone No. 1574. Agents.

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SHIPPING NEWS

ARRIVALS.

September 10th.
Amakusa Maru, Japanese str., 2,350 tons, Capt. Kobayashi, from Keelung, with a general cargo. O.S.K.
Mureto, Japanese str., 3,773 tons, Capt. Takeuchi, from Hongkong, with a cargo of coal. M.B.K.
Produce, Norwegian str., 714 tons, Capt. Winsnes, from Suva, with a cargo of sugar. Larsen.
Tacoma Maru, Japanese str., 3,850 tons, Capt. Narita, from Japan, with a general cargo. O.S.K.
September 11th.
Dainaka Maru, Japanese str., 691 tons, Capt. Hirano, from Keelung, with a cargo of coal. O.S.K.
London Maru, British str., 1,228 tons, Capt. Jones, from Yokohama and Moji, with ballast. Moller.
Nam Wan, Portuguese str., 270 tons, Capt. Costa, from Hoihow, with a general cargo. Tai Fung.
Tai Sze Ma, Chinese str., 402 tons, Capt. Lam, from Hoihow, with a general cargo. Yau Fat & Co.
Togo Maru, Japanese str., 343 tons, Capt. Minami, from Keelung, with a cargo of coal. M.B.K.
Tai Nshing, Chinese str., 394 tons, Capt. Ross, from Swatow, with a general cargo. Po Lee.

CLEARANCES.

September 11th.
Bauri Maru, for Batavia.
Behrman, for Yokohama.
British Isles, for Balikpapan.
Chang Chou, for Bangkok.
Songhai, for Haiphong.
Sinabak, for Saigon.
Tai Sang, for Amoy.
Tung Lee, for Chefoo.

SHIPPING MOVEMENTS.

The R.M.S. *Empress of Russia* left Kobe on September 10th, and was due at Shimidzu on September 11th.
The N.Y.K. s.s. *Fetara Maru* (Calcutta line) left Moji for this port on September 10th, and is expected here on September 12th.
The N.Y.K. s.s. *Togo Maru* (European line) left Kobe for this port via Moji and Shanghai on September 9th, and is expected here on September 12th.

FOR SALE

Used Postage Stamps of
INDIA
current issue

HIGH VALUES

1. 2. 5. 10. 15 and 25

RUPEES

for \$10 net per set of
6 Stamps.

GRACA & CO.

No. 14, WYNDHAM STREET,

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P.O. Box 64.

NEW YORK DIRECT.

Joint Service of the

"BLUE FUNNEL" LINE

(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)

AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

"TEENKAI" ... via Panama ... 20th Sept.
"EURYMEDON" ... via Panama ... 11th Oct.
"CITY OF NEWCASTLE" ... via Suez ... 7th Nov.

Steamers proceed via Suez Canal or Panama Canal at Owner's option.

Subject to change without notice.

For freight and particulars apply to—
BUTTERFIELD & SWIRE or THE BANK LINE, LTD., HONGKONG.
HONGKONG AND CANTON REISS & CO., CANTON.

WEATHER REPORT.

September 11th, 11.50.—No returns from Vladivostok, Japan or Formosa. Pressure changes since yesterday are small. A slight increase is shown at Shanghai and Guam, and a slight decrease over the Philippines.

The depression in the Pacific appears to be moving northward. There are indications of another depression to the east of the Visayas.

The N.E. monsoon continues along the east coast of China.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st 87.45 inches; against an average of 89.55 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

District	Forecast
Hongkong to Gap Rock	E. winds, moderate; fair
Formosa Channel	N.E. winds, fresh
South Coast of China between Hongkong and Lamoo	The same as Hongkong and Lamoo
South Coast of China between Hongkong and Hainan	The same as Hongkong and Hainan

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, September 11th

Barometer	Thermometer	Humidity	Wind Direction	Force	Weather	Rain
29.77	29.78	29.77	SW	calm	SE	0.03
85	75	84				
77	91	83				
0	0	0				
0	0	0				

Highest open-air Temperature on 10th... 87

Lowest open-air Temperature on 11th... 78

The time ball is out of commission.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.

STEAM FOR STRAITS, CEYLON, BOMBAY, EGYPT, MEDITERRANEAN PORTS & LONDON.

Through Bills of Lading issued for Batavia, American, Continental, and South African Ports.

THE Homeward Mail Steamer "DILWARA"

carrying His Majesty's Mail, will be despatched from this port about October 1st, 1919, taking cargo for the above Ports.

Passenger accommodation in the connecting vessel, if available, secured before departure from Hongkong.

Silk and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed by this steamer proceeding to Bombay and there transhipped to the on-carriage steamer for Marseilles and London.

Parcels will be received at the Office until 3 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, sailing dates, etc. Apply to—

MACKINNON, MACKENZIE & Co., Agents.

P. & O. S. N. Co.

Post Box 112, 2, Des Vaux Road Central.

P. & O. - BRITISH INDIA & APCAR LINES

(COMPANIES incorporated in ENGLAND).

TO STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, AUSTRALASIA, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, RED SEA, EGYPT, EUROPE, ETC.

SAILINGS FOR

MARSEILLES AND LONDON

VIA STRAITS, COLOMBO AND PORT SAID.

S.S.	Leave Hongkong	Due Marseilles	Due London
"KHIVA"	about 22nd Oct.	about 25th Nov.	about 4th Dec.
"NAVARA"	8th Nov.	11th Dec.	20th Dec.

For BOMBAY VIA STRAITS & COLOMBO.

S.S.	Leave Hongkong	Due Bombay
"DHAWARA"	7th Oct.	about 25th Oct.

For CALCUTTA VIA STRAITS & RANGOON.

S.S.	Leave Hongkong	Due Calcutta
"ITOLA"	1st Oct.	26th Oct.

For SHANGHAI MOJI, KOBE, etc.

S.S.	Leave Hongkong	Due Yokohama
"KHIVA"	25th Sept.	about 9th Oct.

WIRELESS ON ALL STEAMERS.

For Passage Rates, Handbooks, Freight, etc., apply to

MACKINNON, MACKENZIE & CO., 22, Des Vaux Road Central, HONGKONG.

THE EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LTD.

REGULAR SAILINGS OF MAIL STEAMERS FROM HONGKONG TO AUSTRALIAN PORTS.

Steamer	For	Date of Arrival	Date and Time of Departure
"ST. ALBANS"	Sydney, via Queensland Ports	6th Oct.	Early Nov.

The above steamers have excellent accommodation for First and Second Saloon Passengers, having been built expressly for Tropical Voyages, and are complete with every modern convenience for Ocean Travelling.

A fully qualified Surgeon and Stewards are carried on each vessel.

For Passage Rates and further particulars, apply to—

GIBB, LIVINGSTON & CO., AGENTS.

973

GLEN AND SHIRE

Joint Service of Steamers.

U.K. STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel	Leave Hongkong	Due Hongkong
"CARDIGANSHIRE"	...	2nd Oct.
"CARMARTHENSHIRE"	...	7th Oct.
"GLENADE"	...	15th Oct.

HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
"GLENIFFER"	21st September	LONDON
"CARMARTHENSHIRE"	18th October	LONDON & ROTTERDAM
"CARDIGANSHIRE"	9th November	GENOA & LONDON
"CARMARTHENSHIRE"	9th November	LONDON & ANTWERP

Movements are subject to change without notice.

For freight or further particulars please apply to—

Jardine, Matheson & Co., Ltd., Agents.

The Glen Line, Ltd.; The Royal Mail Steam Packet Co.; Owners of "Shire" Line.

Tel. No. 215, sub. ex. 23.

INDO-CHINA S. NAV. CO., LTD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STRAITS & CALCUTTA	"NAMSANG"	Fri.	12th Sept. 5 p.m.
MANILA <td>"YUENSANG" <th>Fri.</th> <th>12th Sept. 3 p.m.</th> </td>	"YUENSANG" <th>Fri.</th> <th>12th Sept. 3 p.m.</th>	Fri.	12th Sept. 3 p.m.
SHANGHAI via NINGPO <td>"KWONGSANG" <th>Sat.</th> <th>14th Sept. D'light.</th> </td>	"KWONGSANG" <th>Sat.</th> <th>14th Sept. D'light.</th>	Sat.	14th Sept. D'light.
SHANGHAI <td>"WOWANG" <th>Tues.</th> <th>16th Sept. D'light.</th> </td>	"WOWANG" <th>Tues.</th> <th>16th Sept. D'light.</th>	Tues.	16th Sept. D'light.
KOBE <td>"CHAKKANG" <th>Wed.</th> <th>17th Sept. 9 p.m.</th> </td>	"CHAKKANG" <th>Wed.</th> <th>17th Sept. 9 p.m.</th>	Wed.	17th Sept. 9 p.m.
SHANGHAI <td>"CHOYSANG" <th>Sun.</th> <th>18th Sept. D'light.</th> </td>	"CHOYSANG" <th>Sun.</th> <th>18th Sept. D'light.</th>	Sun.	18th Sept. D'light.
STRAITS & CALCUTTA <td>"KWANGSANG" <th>Fri.</th> <th>18th Sept. 3 p.m.</th> </td>	"KWANGSANG" <th>Fri.</th> <th>18th Sept. 3 p.m.</th>	Fri.	18th Sept. 3 p.m.
MANILA <td>"LOONGSANG" <th>Fri.</th> <th>18th Sept. 2 p.m.</th> </td>	"LOONGSANG" <th>Fri.</th> <th>18th Sept. 2 p.m.</th>	Fri.	18th Sept. 2 p.m.
SANDAKAN <td>"HINSANG" <th>Sat.</th> <th>20th Sept. Noon.</th> </td>	"HINSANG" <th>Sat.</th> <th>20th Sept. Noon.</th>	Sat.	20th Sept. Noon.

CALCUTTA LINE.—This Line has now been re-organized and affords regular sailings to Calcutta via Singapore and Penang.

Returning from Calcutta steamers proceed via Straits and Hongkong as to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Northern and Yangtze Ports via Shanghai. Through Bills of Lading are issued to all Northern and Yangtze Ports.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly or passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kadar, Jesselton, Labuan, Tawau, and Lahad Dato.

TIENSIN LINE.—A regular service is run from March to October between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

UNDER STRAITS GOVERNMENT PASSPORT REGULATIONS, All European Passengers, leaving the Colony for Straits Settlements, are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

For Freight or passage apply to

JARDINE, MATHESON & CO., LTD., General Managers.

Telephone No. 215.

LLOYD TRIESTINO S.S. "GABLONZ"

Will be despatched on or about September 17th, for SINGAPORE, PENANG, COLOMBO, ADEN, PORT SAID and TRIESTE. (Possibly calling at Bombay).

First class passenger accommodation, commodious single and double berth cabins, also Cabins with 3 berths at reduced rates.

For further particulars apply—

DODWELL & CO., LIMITED, Agents.

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CP & OS

SAILINGS

HONGKONG to VANCOUVER

(via Shanghai, Nagasaki (*Moji) Kobe & Yokohama)

STEAMERS	HONGKONG	VANCOUVER
Empress of Asia	Oct. 2	Oct. 20
Monteagle	Oct. 18	Nov. 12
Empress of Japan	Oct. 15	Nov. 5
Empress of Russia	Oct. 30	Nov. 17
Empress of Asia	Nov. 27	Dec. 15
Empress of Japan	Dec. 10	Dec. 31
Empress of Russia	Dec. 25	Jan. 12
Monteagle	Jan. 1	Jan. 25

Passage Fares Hongkong to United Kingdom.

EMPERESS OF RUSSIA	EMPERESS OF JAPAN
16,850 Tons Reg.	Gold 6,000 Tons Reg.
EMPERESS OF ASIA	Gold 4,891 MONTAGLE
16,850 Tons Reg.	6,183 Tons Reg.

Fares subject to change without notice.

Registrations for Passage for season 1920 now being made.

For particulars regarding passage, fares, sailings and reservation of accommodation, also literature and descriptive literature apply to P. D. RUTHERFORD, General Agent, Passenger Dept. Phone 722.

For freight rates and through bills of lading via Vancouver in connection with C. P. R. to all Overland Points in Canada and U.S.A. also to Europe & West Indies, apply to P. D. RUTHERFORD, General Agent. Phone 722.

HONGKONG.

CANADIAN PACIFIC OCEAN SERVICES

BANKER & CO.

WEST RIVER PASSENGER SERVICE.

THE M/S "KONG NING" (Captain Wilks), will leave the Yeung Tai Hing Wharf (Connaught Road West) at 5 p.m. on Sept. 9th, for WUCHOW via West River Ports.

This vessel has excellent European accommodation for first-class passengers, and was built expressly for the West River trade, being fitted with electric light and fans and is complete with every modern convenience.

An excellent table is provided.

Owing to the lack of hotel accommodation in Wuchow passengers taking the round trip will be allowed to remain on board the vessel without extra charge.

For freight and passage apply to—

BANKER & CO., 1st Floor Hotel Mansions.

or Messrs. THOMAS COOK & SONS, Passenger Agents.

Y. K. K.



YAMASHITA KISEN KAISHA

(THE YAMASHITA STEAMSHIP CO., LTD.)

NANYO MARU No. 1	REGULAR SERVICE 1 (R)
NANYO MARU No. 2	FREIGHT BETWEEN
NANYO MARU No. 3	HONGKONG, BANGKOK
RODEGAURA MARU	AND OR
KYODO MARU No. 13	SINGAPORE.
TAMON MARU No. 1	
ASOSAN MARU	
CELANA MARU	

FOR PARTICULARS PLEASE APPLY TO—

M. KOBAYASHI, Agent.

Tel. 140 and 165.

Top Floor, King's Building.

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KUHARA SHOJI KAISHA, LD.

KUHARA TRADING CO., LTD.

(Shipping Department).

HEAD OFFICE (Kobe).

Branches and Representatives:—

TOKYO, OSAKA, LONDON, NEW YORK, PARIS, BOMBAY, KATTA, CANTON, HAWAII, SHANGHAI, CALCUTTA, COLOMBO, SINGAPORE, TAWAU, RANGOON, SAIGON, YOKOHAMA, MANILA, CEBU, HONGKONG.

Taking Cargo on through Bills of Lading to Pacific Coasts, Japan, China, India, Java, North and South America, also to Mediterranean.

SUBJECT TO ALTERATION WITHOUT NOTICE.

For further particulars apply to—

OHU KYOKU TRADING Co., M. HASHIMOTO, General Agents.

Telephone No. 2108

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THE ADMIRAL LINE.
PACIFIC STEAMSHIP CO.
TRANS-PACIFIC FREIGHT SERVICE.
Operating the following U.S. Shipping Board Steamers

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.
"CLYDE OF SPokane" ... About Sept. 25th.
"OLEN" ... About Oct. 14th.
"ICONIUM" ... About Oct. 22nd.
"SEATTLE SPIRIT" ... About Oct. 25th.
"WHEATLAND" ... About Nov. 1st.

For PORTLAND direct.
"COAXET" ... About Oct. 6th.
"WAVALONA" ... About Oct. 31st.
"NISHMAHA" ... About Nov. 30th.
"MORTAMUE" ... About Dec. 15th.

Through Bills of Lading issued to Overland Common Points.
For Freight and Particulars apply to
THE ADMIRAL LINE.
Telephone 2477 & 2478. Fifth Floor, Hotel Mansions.

INDIAN AFRICAN LINE

Cargo carried on through Bills of Lading from HONGKONG to NAIROBI, DARAGOA BAY, DURBAN (Suez), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to NAIROBI, DARAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE LIMITED.
Managing Agents.

"ELLERMAN" LINE.

(HULLMAN & BUCKHALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

or to Messrs. & Co., Canton.

THE BANK LINE LIMITED.
General Agents.

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamer	To Sail
SWATOW & SINGAPORE	"CHINHUA"	On 12th Sept., 11 A.M.
HONGKONG	"SUIYANG"	On 15th Sept., D'light.

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation. Electric Light and Fans in Saloon and staterooms. Regular scheduled service between Canton, Hongkong, Shanghai (thrice weekly) and Ningbo (twice weekly) taking cargo on through Bills of Lading to all ports and Northern China Ports. Passengers are landed in Shanghai, avoiding inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow. For Freight or Passage apply to—
BUTTERFIELD & SWIRE, Agents.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passenger Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOOCHOW
AND RETURN.

(Occupying 8 to 10 Days).

QUINNEBAUG	Capt. J. Medina	FRIDAY	12th Sept., at 1 P.M.
BAIHONG	Capt. J. W. Evans	TUESDAY	16th Sept., at 1 P.M.
HAITAN	Capt. A. H. Stewart	FRIDAY	19th Sept., at 1 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—
DOUGLAS LAPRAIK & CO.,
General Manager.

PACIFIC MAIL S.S. CO.

U.S. MAIL LINE.

OPERATING THE NEW FIRST-CLASS STEAMERS

"EQUADOR," "VENEZUELA" AND "COLOMBIA."

HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, KOBE, YOKOHAMA AND HONOLULU.

THE SWIFTEST ROUTE.

THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE

Sailings from Hongkong at Noon.

S.S. "EQUADOR"	Oct. 8th, 1919.
S.S. "COLOMBIA"	Nov. 5th, 1919.
S.S. "VENEZUELA"	Dec. 2nd, 1919.

These Steamers have the most modern equipment, including Overhead Electric Light and Electric Heating. ALL LOWER BERTHS and large comfortable state-rooms (all single and two berths only).

The Safety and Comfort of Passengers is our first consideration. Special care is given to the Cabin and the attendance on passengers cannot be surpassed.

Tickets are interchangeable with the TOYO KISEN KAISHA and the CANADIAN PACIFIC COAST SERVICES, Ltd.

For further information rates, literature, schedules, etc., apply to

Telephone 41 COMPANY'S OFFICE in Alexander Buildings Chater Road.

P. & O. - BRITISH INDIA
& APCAR LINES

(COMPANIES incorporated in ENGLAND.)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA, RED SEA, EGYPT, EUROPE, &c.

SAILINGS FOR

MARSEILLES AND LONDON.

Steamer	Leave Hongkong about	Due at Marseilles about	Due at London about
KHIVA	23rd October	25th Nov.	4th Dec.
NOVARA	9th Nov.	11th Dec.	20th Dec.

FOR

BOMBAY VIA STRAITS & COLOMBO.

Steamer	Leave Hongkong about	Due Bombay about
DILWARA	7th Oct.	25th Oct.

FOR

CALCUTTA VIA STRAITS & RANGOON.

ITOLA	1st Oct.	26th Oct.
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SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.	Leave Hongkong about	Due Yokohama about
KHIVA	26th Sept.	9th Oct.

Tickets Interchangeable.
P. & O. Australia tickets interchangeable with New Zealand Shipping Company (via Panama) or by Orient Line or by British India Company.
1st Saloon Passengers may travel by B.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

All Cabins are fitted with Electric Fans free of charge.
Steamers and Sailing dates are liable to be cancelled or altered without notice.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and TUESDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to
MACLENNON, MACKENZIE & CO., Agents.
22, Des Voeux Road Central, HONGKONG.

N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Manila, Shanghai & Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

FUSHIMI MARU (omitting Manila & Shanghai)	Friday, 22nd Sept., at 11 a.m.
KATORI MARU	Tuesday, 14th Oct., at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said and Marseilles.

IYO MARU	Friday, 19th Sept., at Noon.
ATSUTA MARU	Friday, 3rd Oct., at Noon.

MELBORNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

TANGO MARU	Wednesday, 24th Sept., at 11 a.m.
NIKKO MARU	Wednesday, 2nd Oct., at 11 a.m.

NEW YORK & HAVANA via Kobe, Yokohama, Muroran, San Francisco, Panama & Colon.

SOUTH AMERICAN PORTS via Cape.

BOMBAY & COLOMBO via Singapore.

HWAHWA	Saturday, 20th September.
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CALCUTTA & RANGOON via Singapore & Penang.

YETOROFU MARU	Tuesday, 16th Sept.
TSURUGA MARU	Tuesday, 30th Sept.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

NIKKO MARU	Sunday, 21st Sept., at 11 a.m.
AKI MARU	Saturday, 18th Oct., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

KAGA MARU	Thursday, 18th Sept., at 11 a.m.
YOKOHAMA MARU	Thursday, 2nd Oct., at 11 a.m.

EXTRA SERVICES (Marseilles, Liverpool, Antwerp, etc.)

WAKASA MARU (London, Antwerp & Rotterdam) ... End of September.

TSUYAMA MARU (Marseilles & Liverpool) ... Thursday, 2nd Oct.

DELAGOA MARU (London, Antwerp & Rotterdam) Middle of October.

TOYOOKA MARU (Marseilles & Liverpool) ... End of October.

For further information apply to—NIPPON YUSEN KAISHA.

Telephone Nos. 292 & 293

S. YASUDA, Manager.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU

FAST AND LUXURIOUS MAIL STEAMERS

Sailings from Hongkong—Subject to Change Without Notice

Steamer	Tons	Leave Hongkong
NIPPON MARU	11,000	Sept. 25th.
TENYO MARU	22,000	Oct. 2nd.
SHINYU MARU	22,000	Oct. 11th (from Yokohama)
PERSIA MARU	22,000	Oct. 28th.
KOREA MARU	2,000	Nov. 10th.
	20,000	Nov. 24th.

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SANTIAGO, CHILE, BAHOA, CALLAO, ABICA and IQUIQUE.

THENCE BY TRANS-ANDRAN ROUTE TO BUENOS AIRES.

Steamer	Tons	Leave Hongkong
SEIYO MARU	14,000	Nov. 4th.

SEIYO MARU ... 17,300 ... Jan., 9th, 1920.

Tickets are interchangeable with the Canadian Pacific Ocean Services, Ltd. and the Pacific Mail Steamship Co.

Passengers may travel by Rail between Ports of Call in Japan free-of-charge. For full information as to rates, sailings, etc., apply to—

Telephone 2274 and 2275. T. DAIGO, Manager, King's Building.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DEPARTURE	SAILING DATE
SHANGHAI, KOBE & YOKOHAMA	"PAUL LECAT"	On or about 23rd Sept.
	"SPHINX"	On or about 4th Oct.

MARSEILLES via SHANGHAI, SINGAPORE, COLOMBO, SUEZ, PORT SAID	"PORTEOS"	On or about 30th Sept.
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ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

J. TOURNET, Acting Agent, Queen's Building, Telephone 740.

O. S. K.
OSAKA SHOSHEN KAISHA

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON & ANTWERP—Monthly direct service via Singapore and Port Said.

"ALTAI MARU"	Friday, 15th September.
"ALASKA MARU"	Friday, 26th September.

GENOA—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Company's steamer.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN and CAPE TOWN via SINGAPORE.

"TACOMA MARU"	Saturday, 13th September.
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BOMBAY COLOMBO—Regular fortnightly service via Singapore.

"SIAM MARU"	Wednesday, 24th September.
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SAIGON, BANGKOK, SINGAPORE—Regular Monthly service.

"UNNAN MARU"	Wednesday, 1st October.
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SYDNEY, MELBOURNE—Monthly service calling at AUCLAND, N.Z. and ADELAIDE.

"LUZON MARU"	Beginning October.
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VICTORIA, VANCOUVER, SEATTLE, TACOMA—

Regular fortnightly services touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago, Milwaukee & St. Paul Railway.

"CHICAGO MARU"	Tuesday, 20th September.
"MANILA MARU"	Wednesday, 15th October.

JAPAN PORTS—Moj, Kobe, Yokkaichi, Yokohama.

"INDUS MARU"	Monday, 29th September.
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KEELUNG, TAKAO via SWATOW, AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O.S.K. wharf near the Harbour Office.

For TAKAO via SWATOW and AMOY.

For KEELUNG via SWATOW and AMOY.

For sailing dates and further particulars please apply to—
Y. YASUDA, Manager, No. 1, Queen's Building, Telephone 744 and 745.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

"NANKING" "CHINA" "NILE"

10,000 tons, 10,000 tons, 11,000 tons.

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS AND HONOLULU

"NANKING" "CHINA" "NILE"

Nov. 1st, Nov. 22nd, Oct. 7th.

An unsurpassed high-class passenger service.

O. H. RITTER, Freight and Passenger Agent, Prince's Buildings, 1st House Street, T-1, 1919.

